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# Hongkong Daily Press.

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[a1351]

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Hongkong, 29th April, 1908. [a1364]

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[a1404]

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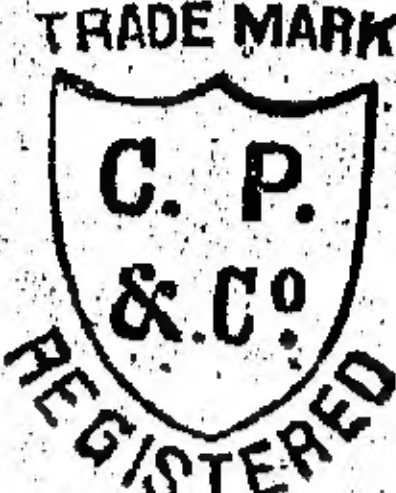
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[a69]



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[a144]

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Hongkong, 1st September, 1910. [a43]

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[a1332]

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ONLY communications relating to the news column should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.  
All letters for publication should be written on one side of paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
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## The Daily Press.

HONGKONG, FEBRUARY 20th, 1911.

We understand that the Hon. Sir PAUL CHATER, O.M.C., and the Hon. Mr. HENRY KESWICK have been appointed Delegates to represent the Colony of Hongkong at the historic ceremony of the Coronation of His Majesty KING GEORGE V at Westminster Abbey on June 22nd. This news, we are sure, will be received with the liveliest satisfaction by the entire community, because in the first place the privilege of representation is a gratifying recognition of the importance of our small Colony as a great emporium of trade, and, incidentally one of the largest shipping centres of the world. On the occasion of the Coronation of His late Majesty KING EDWARD VII, the Governor of Ceylon was chosen to represent the whole of the Crown Colonies, though it is of interest now to recall that Sir PAUL CHATER, being then at Home, was invited, by the courtesy of the Colonial Secretary (then Mr. CHAMBERLAIN), to all the ceremonies, and he received the Coronation medal. Still, the official representative of all the Crown Colonies was Sir WEST RIDGEWAY, by reason of the fact that he was at that time Governor of Ceylon, which is regarded in the service as the premier Crown Colony. A precedent of this kind once created is usually rigidly followed, and this consideration

therefore enhances the pride and satisfaction we must all feel that Hongkong has been accorded on this occasion the high privilege of sending its own representatives. There is no need for us to dwell upon the beneficial influence this representation will assuredly have upon the prestige of the Colony in the minds of the Chinese public, for everyone knows how highly the Chinese value imperial recognition in any shape or form. By an instruction issued some time ago the Governors of Colonies are expected to represent the King on Coronation Day at the ceremonies which will be held in their respective Colonies, so that Sir PAUL CHATER and Mr. HENRY KESWICK will be the only Delegates who will officially represent the Colony at Westminster on this historic occasion, and it will be unanimously conceded that no better choice of representatives could be made. Sir PAUL CHATER is "the Father of the Colony" in many senses: he is not only one of the oldest, if not indeed actually the oldest British resident in the Colony—having lived here for nearly fifty years—but he has played a very distinguished part in making the Colony what it is to-day. In the very early days of his residence here, when the prophets were very pessimistic, he perceived the great possibilities which the future held for Hongkong, and the Colony owes more than is perhaps commonly realised to his foresight and courageous enterprise. To a very considerable extent the biography of Sir PAUL CHATER is the history of the development of the Colony. One of his earliest undertakings was the starting of wharves and godowns at Kowloon. Originally all the godowns were on the island but the depth of water proving inadequate for the growing size of ships, Mr. CHATER, as he was then, recognising how vital it was to the port to have good facilities for handling cargo, acquired the sandy beach at Tsimtsatsoi, induced the Government to rebuild, at his expense, the sea wall, which some years previously had been wrecked by a typhoon, and he erected the first godowns there. He subsequently floated the Hongkong and Kowloon Wharf and Godown Co., which continued to meet the needs of the port as they arose, and it requires no great amount of reflection to realise what an important bearing the initiation of that enterprise had on the development of the Colony. Even in those early days Sir PAUL CHATER enjoyed the flattering sobriquet of "Lord of Kowloon," and his subsequent career, spent as it has been in the development of schemes, both great and small, which have served not only to promote the prosperity of the Colony, but also to add to the comfort and enjoyment of life here, justify us in designating him as the chief architect of the fortunes of the entire Colony. Everyone is aware that the great reclamation along the city water frontage from West Point to Murray Road, adding something like sixty-five acres of land to the City's severely restricted limits, was an undertaking for which Sir PAUL CHATER was entirely responsible. Thirty-three acres were made available for building purposes, and on this land now stands some of the finest buildings in the whole of Asia, and they are the admiration and wonder of all who visit the port. Those who have been long enough in the Colony to recollect will recall the fact that the scheme was entered upon in the teeth of strong opposition, the experience of a similar enterprise at Bombay which had ended disastrously being held up as a terrible warning. But the strong faith which Sir PAUL CHATER had in the future of the Colony inspired him to proceed with the scheme, and it is notorious that those who scoffed and loudly predicted failure soon changed their tune as the work progressed, and gave to the enterprise their moral and financial support. Of all enterprises calculated to promote the wealth and prosperity of the Colony Sir PAUL CHATER has ever been an influential supporter, and he is probably on the directorate of something like twenty local companies to-day. Many of them, indeed, owe their origin to his business sagacity. Besides the Land Investment Company, the Reclamation Co., and the Hongkong and Kowloon Wharf & Godown Company we may mention the Dairy Farm Co., which has met the needs of the community in a manner unequalled in any other place in Asia, and there is also the Steam Laundry Company. He is even responsible for Hongkong's famous "Flower Street." The lovely roses and many other blooms which are the admiration not only of residents but of every visitor to the Colony, are not indigenous. Many years ago Sir PAUL CHATER, whose interest in horticulture is well known, ordered from America a quantity of seeds and cuttings which he distributed among

Chinese gardeners, and this was the origin of Hongkong's reputation for flowers. We could probably fill many columns if we were to attempt to fully trace the influence of Sir PAUL CHATER's career in Hongkong upon the fortunes of the Colony, but we cannot conclude this sketch without a reference to the evidences which abound in the Colony of patriotism and loyalty to the Throne which alone give Sir PAUL CHATER a special title to represent the Colony at the Coronation of the King. In this city of Victoria we have imposing blocks of buildings which owe their origin in his genius. There are Queen's Buildings, Prince's Buildings, King's Buildings, and Alexandra Buildings, and we have moreover, a Royal Square, so designated because it is now adorned with fine bronze statues of no less than five members of the Royal House. When H.I.H. THE DUKE OF CONNAUGHT visited the Colony for a second time four years ago and unveiled the statues of the late and present Kings, Sir PAUL CHATER described to His Royal Highness the origin of this Square in the following terms:

In 1887 Hongkong as well as all other parts of the British Empire celebrated the jubilee of your illustrious Mother, our beloved late Queen Victoria. It was then decided that one of the most fitting ways by which we could commemorate the event was by the erection by public subscription of a statue of Her Majesty to be placed in some suitable position in the Colony. In due time I became my honour, as Chairman of the Jubilee Committee, to ask Sir William Robinson, the Governor of the Colony at the time, to perform the ceremony of unveiling that statue which now stands in the centre of this square. On that occasion the idea occurred to me of endeavouring to further embellish the square by statues of our reigning Sovereign, whom may God long preserve, our beloved Queen Alexandra and Their Royal Highnesses the Prince and Princess of Wales. The Statues of His Majesty the King and of His Royal Highness the Prince of Wales you are asked to unveil to-day. The statue of Her Majesty Queen Alexandra has been subscribed for by the community of the Colony as a fitting memorial of the Coronation of Their Majesties in 1902, and we hope shortly to see it erected and in place. I am happy to be now in a position to state that my friend and partner Mr. H. N. Mody has offered to present to this Colony the statue of Her Royal Highness the Princess of Wales, and the permission of His Majesty the King for its erection is being sought. When all these statues are erected, this Colony, the first acquisition of our late Queen's reign and the first to perpetuate her beloved name, will possess within its City of Victoria a Square of which it may justly be proud.

As our readers are aware, the two other statues have since been placed in position, and when the builders' materials have been cleared away from the new Law Courts, we shall have in the centre of the town, a beauty spot which any city in the world might envy. With every wish to condense our record of Sir PAUL CHATER's services to the Colony, there are yet at least two other important services rendered by him which cannot be omitted. One is that the Colony owes its extension on the Kowloon side in 1898 to his persistent advocacy and the other, which is by no means the least important of all his qualifications to act as a Delegate, is the fact that for nineteen years he sat in the Legislative Council as the elected representative of the Justices of the Peace, and is still a member of the Executive Council. With such a record of service for the welfare and prosperity of the Colony, there can be no question that it is peculiarly fitting that Sir PAUL CHATER should be one of the Delegates of the Colony he has done so much to develop.

Of the Hon. Mr. HENRY KESWICK, it may be said that his recommendation for the appointment rests chiefly upon his position as the representative of Messrs. JARDINE, MATHESON & Co. Ltd., "the Princely firm" which has been so prominently identified with the commercial life of the Colony from its foundation, a circumstance which has given to the head of the firm for the time being in Hongkong a sort of prescriptive title to a seat in the Legislative Council as the nominee of H.E. THE GOVERNOR. The Hon. Mr. HENRY KESWICK, though he can lay no claim to a long residence in Hongkong, enjoys the confidence and esteem of the community in an exceptional degree, and, as we remarked at the beginning, his appointment, no less than that of Sir PAUL CHATER, will meet with the unequivocal approval of the community.

The English mail of the 21st January was delivered in London on the 17th inst.

Detective-Sergeant Appleton, of the Hongkong Police, left by the s.s. Arcadia for Home on Saturday on leave of absence.

At the Magistracy on Saturday Mr. E. R. Halifax passed an exemplary sentence on a Chinese who was arrested while indulging in the prevalent practice of snatching. His seizure of a hat earned him one year's imprisonment and six hours' stocks.

A regulation made by the Governor-in-Council under section 37 (3) and (4) of the Merchant Shipping Ordinance 1899, states that vessels plying within the sheltered and partially sheltered waters of Mira Bay may carry the number of passengers which they are allowed to carry when within the local trade limits.

Messrs. Vernon & Smyth yesterday received a wire stating that the price of Para rubber had advanced to 6s 6d. per lb.

A new railway time table will come into operation on the Kowloon railway from March 1st. The time table is advertised on page 4.

The Criminal Sessions were formally opened by his Honour Mr. Justice Hensland at the Supreme Court on Saturday, and adjourned until this morning. The calendar is a heavy one and contains five charges of kidnapping, two of robbery, two of armed robbery, two of attempted robbery, and one each of arson, larceny, receiving stolen goods, forgery and embezzlement and being found armed with intent to commit a robbery.

The Governor-in-Council has ordered and directed that the provisions of part VI. of the Probates Ordinance, 1897, shall extend to authorise the sealing by the Supreme Court of this Colony of any probate or letters of administration granted by H.B.M.'s Supreme Court and Provincial Courts for China and Korea, and all probates and letters of administration which have been heretofore so sealed shall be held to have been as validly sealed as if they had been sealed under and by virtue of this Order-in-Council.

## FATAL GAMBLING RAID.

A police raid on a school of gamblers at No. 62, Caine Road, was carried out on Friday night, and, as is not uncommonly the case, ended tragically. The entrance of the police caused the gamblers to make the usual frantic dash for liberty, and in their hurry to escape the grip of the law five men went through a back window into a yard fifty feet below. There they were arrested, while twelve other men were secured upstairs. One of the men picked up in the yard died on the way to the Government Civil Hospital, another succumbed in that institution on the following morning. The three other men who took this foolhardy leap are now under medical supervision in the hospital, but their injuries are not believed to be serious, and it is expected that they will recover. The twelve unajured gamblers were charged before Mr. J. E. Wood at the Magistracy on Saturday, convicted, and ordered to pay a fine of \$5 each.

## "THE FOLLIES."

The Theatre Royal was crowded on Saturday evening on the occasion of the second performance of "The Follies," and it was very evident that the audience thoroughly enjoyed the entertainment. Seldom have we seen in the theatre a more enthusiastic audience. Many of the items had to be repeated. Saturday's performance was practically the same as that given on Friday, but for to-night an entire change of programme is announced. The company is an excellent one and if the programmes can be changed frequently Mr. Henry Dallas will have every reason to be pleased with the results of his enterprise so far at least as his season in Hongkong is concerned, for the company has created an excellent impression which we cannot doubt they will sustain in the performances yet to be given. Some particulars of this evening's performance are given in the advertisement on page 4.

## CRICKET.

KOWLOON "A" V. NAVAL YARD.  
This match was played at King's Park on Saturday afternoon and resulted as under—

K.O.C.				
A. O. Brown	b. Watkins	45		
Wm. Curwen	c. and b. Brown	37		
H. E. Goldsmith	b. Watkins	11		
Major Rickie	b. Watkins	1		
A. G. Langley	c. Watkins, b. Dixon	29		
Major Chitty	not out	41		
McKenzie	T. Choe, Brown, and Woods	1		
did not bat				
Extras				
Total (for 5 wickets)		175		
Bowling Analysis.				
Dixon	13	2	70	1
Forster	4	0	20	0
Brown	6	0	18	1
Smith	2	0	16	0
Watkins	9	1	29	0

NAVAL YARD.				
Smith, b. Goldsmith	37			
Brown, c. Brown, b. Curwen	33			
Dixon, not out	29			
Forster, b. Curwen	1			
Taylor, c. Sub, b. Curwen	2			
Watkins, run out	9			
Thomas, b. Chitty	25			
Harrison, b. Curwen	10			
Maofee, b. Curwen	10			
Extras	14			
Total (for 8 wickets)	167			
Bowling Analysis.				
Curwen	11.3	2	23	5
Brown	8	0	28	1
Goldsmith	9	2	22	1
Chitty	4	0	19	1

## WEATHER REPORT.

On the 19th at 11.50 a.m.—The barometer has risen generally, particularly over China and Japan.

The anti-cyclonic area, which is still central over the continent to the North of the Yangtze valley, covers China and Japan and adjacent waters.

Pressure remains low in the neighbourhood of the Southern Philippines.

Strong monsoon will continue to prevail over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

Hongkong & Neighbourhood (N.E. winds, strong to fresh; fair.) Same as No. 1.

Formosa Channel (Same as No. 1.) Same as No. 1.

South coast of China between Hongkong and Lantau. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance 1894.]

[FROM THE "SHUNG NGOI SAN PO"]

## CHINESE TROOPS ASSEMBLING.

PEKING, February 19th.

The Board of Military Affairs has ordered all the garrisons in the provinces of Chihli and Honan to assemble in Tientsin to make preparation for any emergency.

All the garrisons are to be assembled within five days.

The Grand Council has wired to the Viceroy and Governors of provinces requiring them to suggest plans for solving "the problem of Manchuria." They have also telegraphically instructed the authorities in Mongolia to carefully watch the movements of the Russians.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

## RUSSIA'S THREAT TO CHINA.

LONDON, February 18th.

Reuter's Agency learns that Russia has assured the Powers interested that she has not the least intention of acquiring territory. It will greatly depend on the attitude of China what will be the form and scope of the Russian demonstration, but it is probable that unless satisfactory assurances are forthcoming the troops will move to the frontier.

The "Times" considers that even on Russia's own showing the points at issue are hardly sufficient to warrant recourse to such forcible methods.

The "Standard" says our own difficulties with Chinese officials may well suggest the suspicion that Russia has the strongest grounds for such forcible measures.

The "Daily Graphic" accuses Russia of indefensible aggression.

## THE PLAGUE IN THE NORTH.

LONDON, February 18th.

Dr. Reginald Farrer, medical inspector under the Local Government Board, who has had considerable experience in India, and Dr. Petrie start for Harbin on the 20th instant.

Dr. Petrie goes at the instance of the Indian Plague Committee to investigate the pneumonic form of plague.

## THE KIACHOU ESTIMATES.

GERMANY'S POSITION IN CHINA.

LONDON, February 18th.

A message from Berlin states that the Reichstag has passed the second reading of the Kiachou Estimates.

In the debate on the Bill the Socialists demanded the return of the territory to China.

Admiral von Tirpitz, Minister for the Navy, said that the vast majority of Chinese were convinced that Germany was not intent on conquests, and also considered that German civilisation was better fitted for them than that of other European Governments. If Kiachou was surrendered, Germany would surrender her whole position in China.

## THE RUSSIAN NAVY.

LONDON, February 18th.

A message from St. Petersburg states that the Council of Ministers has asked the Duma to vote twelve millions sterling for the construction of four new battleships between 1911 and 1915.

## INTERNATIONAL SANITARY CONFERENCE.

LONDON, February 18th.

France has invited the Powers to send representatives to a Sanitary Conference to be held in Paris. The Conference may discuss plague and cholera.

## RANDOM REFLECTIONS.

This is the time for reflections—to blame oneself for the tips that were not accepted, and to ruminate over the what-might-have-been in so many other instances. Most of us are glad when the race meeting comes, but we are also glad when it is gone and we return to ordinary life again.

The meeting was fortunate again in being favoured by brilliant sunshine, which afforded the ladies the pleasure of donning their new costumes and revelling in the peculiar joy which is distinctly feminine. It may not be always an agreeable sensation having to foot the bill, but mere men have to acknowledge that they really appreciate the sight of fair women beautifully dressed. I am not an authority on dress, but I have to confess that one could not wish to see finer women and nicer costumes than delighted the eyes of those who were at the Race Course last week.

The Race Meeting of 1911 must be described as an unqualified success. The sport was particularly good. Several records were broken and equalled, and with two exceptions everything passed off as it should. One was the regrettable accident to Mr. Gegg, one of the best of our local riders, and the other was the erroneous decision made by the judges on Thursday. Sympathy is extended to Mr. Gegg, and the decision of the judges is accepted though it is known to be a wrong one.

Quite a number of new riders made their appearance in the saddle on Saturday afternoon, and it is to be hoped they will be induced to continue their practice. One or two of the others, particularly Mr. David, showed up well, and will doubtless be heard of at later meetings.

While on this subject I may be forgiven for referring to the impressions of the Turf by the Earl of Coventry which have recently appeared in the London Standard. His Lordship, who has been connected with the turf for over half a century, says with regard to jockeys:—"The best that has ever been, to my thinking, was George Fordham. He had perfect hands and a sound knowledge of pace. I would certainly put him by himself, and I think him the best rider I ever saw. Fred Archer was another wonderful jockey. I have seen him win by sheer determination. The win of his on Bend Or at Epsom was a rare piece of determined horsemanship. As to the American system of riding, I was always very much opposed to it, but I am afraid it has come to stay."

"Another escape from Victoria Gaol." How often has that heading appeared in the local Press within the last twelve months? And how often is it likely to appear in the future? I would not care to prophesy. The man in the street naturally wonders how such escapes are possible, and he imagines that the Chinese who regain their liberty are endowed with extraordinary fertile brains or remarkable agility. But if he learned the real facts he would doubtless think differently. As an outsider—and I hope to remain one for a considerable time—I have heard it suggested that the explanation is due to the Gaol being inadequately staffed and overworked, and certainly the facts seem to favour this explanation. In the interests of the community—for a criminal at large is a real danger—some assurance should be given that this is not so, and if the circumstances be as suggested then they cannot be remedied too soon.

Hongkong has already shown its appreciation of the remarkably clever performance given by "The Follies" in the crowded houses which have greeted the Company since they opened. The burlesque of a music hall performance is too funny for words, and the programme is a real tickler. The advertisements are particularly good, such as "Peas' whiskey brightens the complexion," "Dewar's soap won't wash clothes," "Ooze Beer," etc. No invitation to such an entertainment should be ignored.

I see from Home papers that our old Governor, Sir Matthew Nathan, as Post Office Secretary, has been "putting his foot in it" by declaring that oatmeal porridge in Scotland takes the place of meat in England, and generally that Scotsmen live in smaller houses and on a cheaper system than Englishmen. A humorist in the Telegraph Chronicle suggests that the whole gist of the argument would be met if the "Gorbals (Glasgow) Glee Club" would now sing this famous ballad, "Scots Wha Hae on Porridge Fed."

(With apologies to Robert Burns.)  
Scots wha hae on porridge fed,  
Scots wha hae wi' Nathan pled,  
Welcome fae yer closest bed.  
In the parlour wa'  
Though the burnies number ten,  
Crowded in a but-an'-ben,  
Ye've nae reason tae complain  
That yer wage is sma'.

Dinna fash wi' popo's-eye steak,  
For mutton chops ye shouldnae euk,  
D'en fill yer kytes wi' oatmeal cake,  
An' seek nae richer fare.  
Ye breakless loons, ye lack the grace  
Tae claim by richt an equal place  
Wi' England's proud Imperial race—  
Ye're Swedes on "Nathan" mair.

Even if Sir Matthew's assertions were true, he evidently overlooks the fact that the Scotsman's drink is more expensive than that of the Southern. Or perhaps he wishes the Caledonian who now seems to be more stern and wild than usual to give up his whisky for beer.

ROBERTER RANDOM.

## LATEST STEAMER MOVEMENTS.

The C.P.R. Co.'s s.s. E.M.S. Montague, which left here on the 25th January, arrived at Vancouver, B.C., on the 16th inst.



Saturday, February 18th.

"ALSO CAN" STAKES.—Value, \$200  
or Subscription. Grifflins of this Season that  
have run at this Meeting and not been placed.  
Weight for inches as per scale. Jockeys who  
have not had more than two winning mounts  
at Hongkong, Shanghai, or Tientsin allowed  
1 lb. Jockeys who have never had a winning  
mount in Hongkong or China allowed 7 lb.  
5-ff-day Winners barred. Entrance \$5, to go  
Second Pony, One Mile.

	...	...	...	...	...	580	d
- Ticket No. 19 ... ..	...	...	...	...	...	13.90	f
" " 485 ... ..	...	...	...	...	...	8.70	k
" " 447 ... ..	...	...	...	...	...		m
						\$1,678.95	
						479.70	
						239.85	

refused to act under Article 85 we might  
ordered him to do so. Your argument  
with this case as if that course had been  
ed. You do not ask for costs, Mr. Oppe?  
Oppe said that he did not, as he did not  
whether he was entitled to them, but he  
for the return of the fine.  
Lordship.—The conviction will be quashed.

### DEFENDANT'S EVIDENCE

Grayrigg at the Hongkong and Bank for the pooling arrangement. The meeting was adjourned until the Sunday when it was continued until after 11 o'clock that morning they were discussing settlement and they wanted some more forward with two 1-lbns of teas. On Sunday there was no meeting. The teas were supposed to be helped by somebody

Saunders, who wanted to see him with regard to his account. With-

d to discuss the above."  
as was suspended on December 9, and  
took legal advice. He identified the  
evidence between himself and Mr. Burrett  
seen his lawyers and Messrs. Dunnington  
Cooper & Phillips. The result of the  
ment was that witness was made legally  
r four lakhs and made a slave for life.

(Continued on page 5.)

OPHTHALMIC OPTICIAN, CORNER OF

OPTICIAN, CORNER OF



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address: Press Codes A.B.C. 5th Ed. Lieber's.

## NEW ADVERTISEMENTS

**AN ENGLISH (Tariff) INSURANCE COMPANY** desires to appoint a Representative in Hongkong, and invites applications from established Fire Agents of good standing. Address in first instance, "INSURANCE," Care of W. J. Southcombe Advertising Agency, 340, 167, Strand, London, England.

## NOTICE.

**WE** have this Day OPENED our Office in Hongkong and have Empowered Mr. A. L. ASSURE to Sign our Firm in Hongkong and China. A. KASSUM & Co., Head Office, Bombay, Branches at Zanzibar and Aden, Hongkong, 20th February, 1911. [341]



## BELLIOS PUBLIC SCHOOL.

**THE** English Side of This School will RESUME Duties TO-MORROW (TUESDAY), the 21st inst. E. TUTCHER, Headmistress. Hongkong, 20th February, 1911. [342]

## NETHERLANDS CONSULATE, SWATOW.

## ENGELBERT KEMP, DECEASED.

**ALL** PERSONS having claims against the estate of ENGELBERT KEMP, deceased, lately a Tide-waiter in the Chinese Maritime Customs Service, who died by drowning at Swatow on the 30th of January, 1911, and all persons indebted to the said deceased estate, are hereby notified that they should communicate with the Undersigned before the 18th of March, 1911.

B. G. TOURS, Acting Consul for the Netherlands, Swatow, 16th February, 1911. [345]

## HONGKONG FIRE INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

**THE** FORTY-SECOND ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the undersigned at 12 o'clock (NOON), on FRIDAY, the 10th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers. HONGKONG FIRE INSURANCE CO., LTD. Hongkong, 20th February, 1911. [346]

## TO LET—FURNISHED.

**3.** GOMES VILLAS, Kowloon. Apply—DENISON, RAM & GIBBS. Hongkong, 20th February, 1911. [344]

## THEATRE ROYAL.

## CITY HALL.

HENRY DALLAS' SEASON, "THE FOLLIES,"

By arrangement with H. G. PELISSIER, from the

## APOLLO THEATRE, LONDON.

**TO-NIGHT! TO-NIGHT!** AT 9.15 P.M.

## SECOND PROGRAMME!

## SECOND PROGRAMME!!!

## EVERYTHING NEW,

## INCLUDING:

H. G. PELISSIER'S Famous Burlesque of a

## PANTOMIME.

Plan at MOUTRIE'S Business Manager, HARRY A. DOOLEY. PRICES AS USUAL. Hongkong, 20th February, 1911. [345]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR: BATAVIA, PERMAN, GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"ASSAYE," Captain Owen Jones, R.N., carrying H.M. Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 4th March, 1911, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "MACDONALD," 15,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tees for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the S.S. "PARISA," due to London on the 14th April, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 20th February, 1911. [1]

## NEW ADVERTISEMENT

## KOWLOON-CANTON RAILWAY.

(BRITISH SECTION.)

## TIME TABLE.

On and after 1st March, 1911, and until further Notice. Previous Time Tables Cancelled.

DOWN TRAINS.					UP TRAINS.				
NAME OF STATION.	WEEK DAYS.		SUNDAYS.		NAME OF STATION.	WEEK DAYS.		SUNDAYS.	
	1.	5.	3.	7.		2.	6.	4.	8.
KOWLOON — Dept.	8.00 A.M.	2.30 P.M.	10.00 A.M.	3.00 P.M.	LOWU — Dept.	9.30 A.M.	4.15 P.M.	11.30 A.M.	5.00 P.M.
HUNG HOM — Arr.	8.4 " "	2.34 " "	10.4 " "	3.4 " "	FAN LING — Arr.	9.36 " "	4.21 " "	11.36 " "	5.6 " "
Dept.	8.5 " "	2.35 " "	10.5 " "	3.5 " "	Dept.	9.37 " "	4.22 " "	11.37 " "	5.7 " "
YAUMATI — Arr.	8.9 " "	2.39 " "	10.9 " "	3.9 " "	TAIPO M. — Arr.	9.46 " "	4.31 " "	11.46 " "	5.16 " "
Dept.	8.11 " "	2.41 " "	10.11 " "	3.11 " "	Dept.	9.49 " "	4.35 " "	11.48 " "	5.18 " "
SHATIN — Arr.	8.22 " "	2.52 " "	10.22 " "	3.22 " "	TAIPO — Arr.	9.53 " "	4.39 " "	11.52 " "	5.22 " "
Dept.	8.23 " "	2.53 " "	10.23 " "	3.23 " "	Dept.	10.00 " "	4.46 " "	12.00 " "	5.30 " "
TAIPO — Arr.	8.36 " "	3.6 " "	10.36 " "	3.36 " "	SHATIN — Arr.	10.13 " "	4.59 " "	12.13 P.M.	5.43 " "
Dept.	8.40 " "	3.10 " "	10.40 " "	3.40 " "	Dept.	10.14 " "	5.00 " "	12.14 " "	5.44 " "
TAIPO M. — Arr.	8.44 " "	3.14 " "	10.44 " "	3.44 " "	YAUMATI — Arr.	10.25 " "	5.11 " "	12.25 " "	5.55 " "
Dept.	8.50 " "	3.18 " "	10.45 " "	3.45 " "	Dept.	10.27 " "	5.13 " "	12.27 " "	5.57 " "
FAN LING — Arr.	9.1 " "	3.29 " "	10.56 " "	3.56 " "	HUNG HOM — Arr.	10.31 " "	5.17 " "	12.31 " "	6.1 " "
Dept.	9.2 " "	3.30 " "	10.57 " "	3.57 " "	Dept.	10.32 " "	5.18 " "	12.32 " "	6.2 " "
LOWU — Arr.	9.8 " "	3.36 " "	11.3 " "	4.3 " "	KOWLOON — Arr.	10.35 " "	5.21 " "	12.35 " "	6.5 " "

For Further information apply to JNO. E. MENAGH, Traffic Superintendent.

By Order, E. S. LINDSEY, Manager. [339]

## PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

**THE** EIGHTY-NINTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Massena, TO-MORROW (TUESDAY), the 21st February, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

By Order of the Board of Directors, W. E. CLARKE, Secretary. Hongkong, 24th January, 1911. [329]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

**NOTICE** IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 25th day of February, 1911, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1910.

By Order of the Court of Directors, N. J. STABB, Chief Manager. Hongkong, 7th February, 1911. [323]

## HONGKONG ICE COMPANY, LTD.

**THE** THIRTIETH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the General Managers at 12 NOON, on TUESDAY, 28th inst., to receive a Statement of the Company's Accounts to 31st December, 1910, and the Report of the General Managers.

JARDINE MATHESON & Co., Ltd., General Managers. Hongkong, 11th February, 1911. [313]

## NOTICE TO SHAREHOLDERS.

**THE** TWENTY-FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs JARDINE, MATHESON & Co., Ltd., on SATURDAY, the 4th March, at 12.30 P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1910.

By Order of the Board of Directors, EDWARD OSBORNE, Secretary. Hongkong, 18th February, 1911. [334]

## THE CHINA FIRE INSURANCE COMPANY, LTD.

**THE** FORTY-SECOND MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road, Central, Victoria, on THURSDAY, the 9th March, 1911, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ending 31st December, 1910.

By Order of the Board of Directors, C. FEMBERTON, Secretary. Hongkong, 17th February, 1911. [335]

## NOW ON SALE.

## MAIL TABLES FOR 1911.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails. Mounted on Card ... 30 Cents. On Paper ... 20 " On Sale at the Hongkong Daily Press Office. Hongkong, 6th February, 1911.

## INTIMATIONS

**PROPOSALS FOR FROZEN FRESH BEEF AND MUTTON—HEAD-QUARTERS PHILIPPINE DIVISION, CHIEF COMMISSARY, Manila, P. I., December 31st, 1910.**—Sealed Proposals, subject to usual conditions, will be received at this office until 11 o'clock A.M., April 5th, 1911, at which time and place they will be opened in the presence of attending bidders, for furnishing and delivering about six million six hundred thousand (6,600,000) pounds of Frozen Fresh Beef and two hundred thousand (200,000) pounds of Frozen Fresh Mutton to the Subistence Department, U. S. Army, at Manila, P. I., during year ending June 30th, 1912. The contractor will be required to pay all customs duties. The United States reserves the right to decrease the amount advertised for, upon reasonable notice to the contractor, or to increase the amount with his consent. Each proposal must be accompanied with a bidder's guaranty in the amount of \$20,000 or with certified check for that sum on a bank of approved standing in Manila. The bidder to whom the contract is awarded will be required to give bond. Bids and full information furnished on application to this office or to nearest United States Consul. Envelopes containing proposals must be marked "Proposals for Frozen Beef and Mutton for fiscal year 1912, to be opened April 5th, 1911," and addressed to the undersigned.

D. L. BRAINARD, Lieut. Col., D.C.G., U.S. Army, Chief Commissary. [341]

## GOVERNMENT OF THE PHILIPPINE ISLANDS.

## DEPARTMENT OF COMMERCE AND POLICE.

## BUREAU OF NAVIGATION MANILA, P. I.

February 9, 1911.

**1.** The BUREAU OF NAVIGATION offers for Sale at Engineer Island, Manila, P. I., the following Launches: (a) The GEO. TILLY, a river and harbor launch, 72 feet 6 inches over all, beam 15 feet, draft 6 feet, engine vertical inverted compound condensing, size 8" by 16" by 12" stroke, slide valves, Stephenson link motion, hand reversing gear, surface condenser, circulating air, bilge and feed pumps attached; also independent donkey pump in engine room; new Scotch marine boiler installed in August, 1910, 6 foot diameter and 8 feet long.

(b) The CUYO, a sea-going and harbor launch, 80 feet over all, beam 14 feet, draft 6 feet. Engines are vertical inverted compound condensing type, size 21" by 18" by 14" stroke, slide valves, hand reversing gear, Stephenson link motion, surface condenser, circulating air, bilge and feed pumps attached to engine, also one independent donkey pump in engine room; boiler 8 feet long, 7 feet 6 inches in diameter, single furnaces, Scotch marine type.

(c) The JERVEY, a centerboard sloop, of 17.6 tons, 15.05 net, 46 feet long, beam 13 feet 4 inches, 6 inches depth of hold.

(d) The CAPTAIN FISHER, a centerboard ketch, length over all 62 feet, beam 16 feet, depth of hold 9 feet, main mast 56 feet by 10 inches diameter, jigger 44 feet by 8 inches diameter, main boom 24 feet, 6 inches diameter, main gaff 24 feet by 5 inches diameter, jigger gaff 20 feet by 5 inches diameter, bowsprit 15 feet by 8 inches, bowsprit boom 15 feet long, frame, keel, stem, sternpost, centerboard and well of native hard wood, planking of Oregon pine sheathed with copper.

(e) The BUCKEY O'NEILL, hull only, length over all 63 feet 3 inches, beam moulded 11 feet, 4 inches, depth moulded 7 feet. This launch has been stripped of all machinery and only hull is for sale.

2. Sealed bids will be received up to and including March 10th, 1911, and will be publicly opened at 3.00 P.M. on that date at the office of the Director of Navigation, Engineer Island. The right is reserved to reject any or all bids. Proposals in each case must be accompanied by cash or a certified cheque for 10 per cent. of the price offered. Full payment of the amount bid will be required from the successful bidder within five (5) days after acceptance of the offer, or upon delivery of the vessel, which must be within five days of acceptance.

3. Bids may be made for single vessels, for the entire lot, or for both.

4. These vessels may be inspected at Engineer Island, Manila.

5. Further information will be given upon application to the undersigned.

S. H. BARLOW, Acting Director of Navigation. [324]

## GRACA &amp; CO.

Dealers in POSTAGE STAMPS, PICTORIAL POST CARDS, FLOWER SHEDS, TOYS, BOOKS, MANILA CIGARS AND CIGARETTES, PEDDER ST., (HONGKONG HOTEL BUILDING), HONGKONG. [346]

## WANTED

## WANTED.

**MARRIED** Couple, no Children, want ONE or TWO ROOMS, with or without Board. Furnished or Unfurnished. Must be Cheap. Please state terms. Address—Care of "Daily Press" Office. Hongkong, 15th February, 1911. [328]

## WANTED.

**OFFICE** Wanted, in Central Locality. Apply—"X. Y. Z." Care of "Daily Press" Office. Hongkong, 23rd January, 1911. [215]

## WANTED.

**A** HOUSE, with Tennis Court, on Upper Level in Hongkong. Apply—"M." Care of "Daily Press" Office. Hongkong, 18th February, 1911. [336]

## FOR SALE

**ELECTRIC MOTOR FOR SALE.** A 2½ h.p. ELECTRIC MOTOR with starting switches, pulleys, etc., complete is offered for Sale by the Undersigned. The Motor is in First Class Condition and suited to local requirements.

Apply—MANAGER, HONGKONG DAILY PRESS OFFICE. Hongkong, 22nd November, 1910. [1307]

## FOR SALE OR TO LET.

**"KENNIS,"** 76A, PEAK; SEVEN ROOMS; Large Verandah; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes' walk from Tram, 7 minutes by "Kishanow." One of the best situations at the Peak, Cool in Summer, Warm in Winter.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 2nd February, 1911. [270]

## FOR SALE.

**THE VIENNA CAFE CO., LTD.** (In Liquidation).

As a going concern the Lease, Goodwill, Wines and Spirits and other Stock, Bakery and Confectionery Plant, Book Deposits, Furniture and Fixtures, Beer Engines and Electrical Fittings of the above Café. Offers to be made in writing on or before NOON, on WEDNESDAY, the 22nd inst., to the undersigned, from whom further particulars may be obtained.

E. A. M. WILLIAMS, Liquidator. St. George's Building. Hongkong, 8th February, 1911. [291]

## FOR SALE.

**REMAINING** Portions of MARINE LOTS 31 and 35, at PRATA EAST. Approximate Area, 43,000 Square Feet.

**TO BE LET OR SOLD** IN LOTS TO SUIT TENANTS OR PURCHASERS.

**MARINE LOT No. 285**

**EXTENSIVE WATER FRONTAGE, DEEP WATER.**

Apply—G. FENWICK & Co., LTD., ENGINEERS, 60, PRATA EAST, HONGKONG. Hongkong, 8th June, 1906. [111-112]

## ON SALE.

**HONGKONG HANSARD REPORTS** of the MEETINGS OF the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS. PRICE — — — \$3. DAILY PRESS OFFICE. Hongkong, 21st February, 1910. [316]

**"WITH DOG AND GUN IN THE NEW TERRITORY."**

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form.

PRICE ONE DOLLAR. Hongkong, 23rd October, 1910. [1229]

## AUCTION

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to Sell by Public Auction, TO-MORROW (TUESDAY), the 21st February, 1911, commencing at 11 A.M., at Godown No. 18 of the Hongkong and Kowloon Wharf and Godown Co., Ltd. (Kowloon), 688 BALES COTTON more or less damaged by Fire and Water ex ss. "HILARY." Terms—Cash on delivery. GEO. P. LAMMEET, Auctioneer. Hongkong, 18th February, 1911. [338]

**CANTON IMPORT AND EXPORT FIRMS** sucht zu baldigem Eintritt, spatestens am 1. April, ein 2. technischer Assistent, welcher belaskichtig ist, selbstständig zu arbeiten. GEL. ANGEBOUDE unter Care of "Daily Press" Office. Hongkong, 23th January, 1911. [249]

## KOWLOON BUTCHERY.

**WE** beg to notify the residents of Kowloon that we now have on sale at our Kowloon Depot, Nathan Road:—

## AUSTRALIAN FROZEN MEAT,

## RABBITS, HARES,

## HAM, BACON, &amp;c., &amp;c.

## THE DAIRY FARM CO., LTD.

[36]

## BANKS

**NEDERLANDSCH-INDISCHE HANDELSBANK.** (NETHERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 12,378,100 (£1,031,500) Reserve Fund Fl. 2,754,338.09 (£229,528)

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS THE WILLIAMS & DOUGLASS BANK, SWISS BANK CORP.

## BRANCHES AND AGENTS all over the World.

**THE** BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:— 12 months 4½ per cent. 6 do. 3½ do. 3 do. 3 do.

C. WOLDRING, Manager, No. 16, Des Vaux Road Central. Hongkong, 4th August, 1909. [24]

## THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital ..... Yen 10,000,000 Capital Subscribed (paid up) ..... Yen 6,250,000 Reserve Fund ..... Yen 2,450,000

## HEAD OFFICE: TAIPEH, FORMOSA

BRANCHES AND AGENCIES: Amoy, Swatow, Tainan, Anping, Kobe, Tamsui, Canton, Nagasaki, Tokyo, Foochow, Osaka, Yokohama, Keelung, Shanghai.

## HONGKONG OFFICE:

3, DES VOUX ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager. Hongkong, 14th February, 1911. [1233]

## INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... Gold \$3,250,000 RESERVE FUND ..... Gold \$3,250,000

HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: 36, Bishopsgate.

## LONDON BANKERS:

BANK OF ENGLAND, NATIONAL PROVINCIAL BANK OF ENGLAND, LTD. THE CAPITAL & COUNTIES BANK, LIMITED.

## BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:— For 12 months 4½ per cent. per annum. For 6 " 3½ " " " For 3 " 3 " " "

N. S. MARSHALL, Manager, No. 9, Queen's Road, Central. Hongkong, 16th January, 1911. [219]

## HONGKONG SAVINGS BANK.

**THE** Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager. Hongkong, 24th January, 1911. [2]



# **NAPIER JOHNSTONES'** **"SQUARE BOTTLE"** **WHISKY.**



UNVARIED FOR  
THE SAME TO-DAY AS IN 1746.  
150 YEARS.

SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & CO.**  
and from ALL WINE MERCHANTS. [56]  
**SINGON & Co.**

**IRON, Steel, Metal and Hardware Merchants,**  
Wholesale and Retail Ironmongers, Pig  
Iron and Foundry Coke Importers, General  
Storekeepers and Shipchangers, Nos. 35 & 37,  
HING LOONG STREET, (2nd St. west of Central  
Market). Telephone No. 515. [39]

## **MANILA CARNIVAL** **FEB. 21 TO FEB. 28.**

RETURN PASSAGE ON ALL LINES \$50.00 H.K. CURRENCY

### **NO HEAD TAX**

Chinese Merchants admitted on production of certificate obtainable from  
American Consulate of this Port.

S.S. "YUENSANG"	... Sails ...	Feb. 18th	(INDO-CHINA S.N. Co.)
S.S. "RUBI"	... " ...	Feb. 20th	(PHILIPPINE S.S. Co.)
S.S. "TAMING"	... " ...	Feb. 21st	(CHINA NAV. S.S. Co.)

All Tickets good for 30 days.

Hongkong, 14th February, 1911. [318]



**DINNEFORD'S**

The Physician's Cure for  
Gout, Rheumatic Gout  
and Gravel.

Safest and most Effective  
Apothecary for Regular use.

**MAGNESIA**

The Universal Remedy for Acidity of the Stomach, Headache,  
Heartburn, Indigestion, Sour Eructations, Biliary Affections.

## **EARLY TIFFIN**

During Race Days.

### **SPECIAL MENU.**

**WEISMANN, LTD.** [54]

## **LONG HING & CO.,** **PHOTO SUPPLIES.** 17, QUEEN'S ROAD CENTRAL.

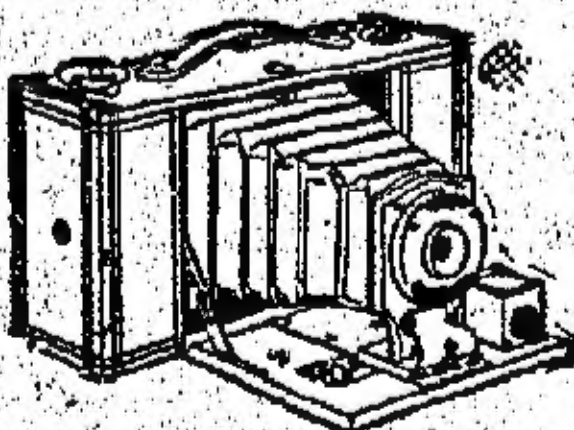


PHOTO GOODS of every description, EASTMAN

KODAKS and CARBINE CAMERAS, &c.

FRESH KODAK FILMS IN STOCK.

DEVELOPING AND PRINTING A SPECIALITY. [257]



## **COLEMAN'S** **WINCARNIS.** **THE GREATEST TONIC** **IN THE WORLD.**

WHAT IT HAS DONE FOR OTHERS IT WILL DO FOR YOU.  
Its refreshing and exhilarating effects are a revelation  
to those who have never tried it before.  
"WINCARNIS" has a charm all its own, which you  
cannot fail to appreciate.  
The combination of all that is most nourishing in Beef and Malt is  
prepared in Wincarnis gives a TWO-POWER STANDARD  
that cannot be equalled for giving Strength and Stamina,  
Vitality and Force to Men, Women and Children.

**BUY IT TO-DAY**

From any leading Chemist

**MUSTARD & COMPANY**

Wholesale Distributors for China and Hongkong.  
No. 22, Museum Road, Corner of Scotch Road, Shanghai. [179]

## **THE PERJURY CHARGE AT** **SHANGHAI.**

(Continued from page 5.)

Witness had had seven transactions with Mr. Carmichael. With regard to the 200 Ayer Tawabs sold to Carmichael on March 30, these were bought by Carmichael from Mr. Somekh. (Two contracts made with witness handed in confirmed by Carmichael and Somekh as buyer and seller respectively.) The 200 Ayer Tawabs sold to Carmichael on April 15, witness purchased from Mr. Kadoorie at Tls. 27. Witness bought the 200 Bata Annams, sold to Carmichael on April 7, from Mr. Somekh. The contract notes for all these transactions were produced in the Supreme Court. Witness produced the contract notes for all the other shares that were the subject of the action of Michael v. Carmichael.

Mr. Douglas—You bought the second lot of Ayer Tawabs from Mr. Kadoorie, and I presume the change is that they were your own shares. There is a correction in blue pencil in your account with Mr. Kadoorie. Can you explain that? The Ayer Tawabs are altered from Tls. 26 to Tls. 27.

Witness—There was great excitement in these shares on that day. I understood Mr. Kadoorie to say Tls. 26 and I telephoned Tls. 26 to my clerk. Mr. Kadoorie handed me a contract for Tls. 27. I had a dispute with him about the price. He asked me to cancel the contract. I did not agree because the market was very strong. So I was left in a queer position. I had to make a contract with Mr. Carmichael for Tls. 27. Kadoorie next day and every day was nagging at me, and saying he had sold them at Tls. 27. I said, "No, 26." When the Settlement came I forced him to settle at Tls. 26.

Witness said that Carmichael had not paid him anything. Mr. Kadoorie was paid at the rate of Tls. 26 on Settlement Day. The Judge did not ask any explanations about this alteration, though Kadoorie had been summoned to give evidence, should he be required. As regards the 200 Bata Annams sold on April 7 it was not true that witness obtained these shares from Mr. T. C. White. He did buy 400 Bata Annams from White on April 7 at Tls. 21, but sold them back to him in two lots of 200 each, at Tls. 18, on April 12 and 13. White was one of witness' defaulters and owed him Tls. 61,000. In regard to witness' replies to the Judge witness thought that the Judge in his first question was asking him whether any of these shares were owned by him and registered in his own name. In his second question witness meant that by taking from one and paying another, about Tls. 2,000 had passed through his hands, and he received nothing for his own pocket. That statement, therefore, was perfectly true. In regard to his statement that he had never owned any of these shares when witness read that answer after the proceedings, he handed a letter to Mr. Jones in Court on October 17, thinking that he would then be recalled and explain himself. He refused to bring this suit against Carmichael, but eventually did so at the request of the Cathay Trust. Mr. Matthews' report was very inaccurate. Mr. Matthews ought to have had witness' second book to make his report. This book was handed in to the Supreme Court, and after the case was over it was given to Mr. Jones. Witness called upon him one day—he did not remember which—and asked for the return of his books. Mr. Jones gave him back one book and the Carmichael contracts, but retained the other book in connection with some other defaulters. Witness took the book he was given home, and when he was suspended on December 9 he went to Mr. McKean with the books and the contracts. The last book was among those witness handed to Mr. McKean. Some days afterwards Mr. McKean asked for the first book. Witness then went to Mr. McKean and asked for this book, which was given to him on his signing a receipt for it. Witness took it straight to Mr. McKean. Mr. McKean then discovered that he could not find the second book—the one that witness had previously handed to him. Witness had searched again and again for this book, but had not found it. He could not remember whether Mr. McKean had ever given this book back to him. If witness had overbought or oversold shares for the June settlement he was unable to trace them, because he had handed all the shares to the Cathay Trust. Witness believed he had overbought 25 Krowwoks. He had not overbought or over-sold any Anglo-Javas or Java Co. sold. After the June settlement witness was ill and went away to Japan.

Cross-examined by Mr. Oppé—Witness sent out settlement accounts, of which he kept no copies to his clients. He had had considerable experience in stock-broking, but he was not a stock-broker in London. Witness kept a book-keeper for three months from April onward, last year. Sometimes witness filled in counterfoils to his contracts, but when he ran short he used loose contracts. During the boom he had not time to enter up counterfoils to one book. He had filled up the counterfoils of one book of 100 contracts. The contracts were made in duplicate, one copy being given to the buyer or to the seller, as the case might be, one copy being retained by witness after confirmation by the buyer or seller. Witness' records were his book and his duplicate copies of the contracts. He then gave details of his account with Mr. Somekh.

Mr. Oppé called for all the contract notes of witness' transactions with Mr. Somekh. Witness went on to say in further cross-examination that Somekh was an outside broker. He produced a copy of his account for Somekh and delivery delivered by witness to Mr. Somekh for the June Settlement. Mr. Somekh had not paid witness. Witness might have begun the second (missing) book in February. Both books were being run at the same time. There must have been at least 15 names in the second book. Witness had a clerk who was new to the business and both he and witness made a mess of things. It was not a fact that the second book was only started when the first was finished. He could not help his clerk keeping two accounts on the same page. It was not a fact that all the accounts in the second book had merely been carried forward from the first. Witness could not explain why his clerk had put Somekh's name in the second book. At the June Settlement witness had to receive Tls. 250 from Mr. Kadoorie. The correction in Kadoorie's account in witness' book was made on the day of the settlement, and was in witness' own handwriting. Why was he bound to make the correction two centuries ago? If witness' credit was good enough for Tls. 475,000, Kadoorie would trust him for Tls. 200. Witness understood from Kadoorie that he was buying the shares at Tls. 25. It was an exciting day. In the Exchange they were drinking champagne, pagne and eating caviare. Carmichael had given witness carte blanche to buy these shares, and as Kadoorie sent him a contract note at Tls. 27, witness sold them to Carmichael at Tls. 27. There was great excitement in the Exchange. Mr. Oppé—Is your explanation that you had drunk too much?

Witness—No, no. In the afternoon when the wine had evaporated he told me Tls. 27. I said it was Tls. 26.

I suggest you contracted with Mr. Kadoorie at Tls. 26, that he gave you a contract at Tls. 26; that you entered that contract in your book at Tls. 26; and that you sold the same shares to Carmichael at Tls. 27, and you would have received Tls. 1 profit on that transaction if it had gone through?—That is not so. I cannot understand this algebra.

Mr. Douglas said that Mr. Kadoorie's contract was in Court. If forgery were suggested he would have to adopt a different line.

Mr. Oppé—Did you "job" any shares in the June Settlement?

Witness—Everyone lost his head. I did not "job" intentionally. Circumstances drew me.

You say you bought White's shares—the Bata Annams—at Tls. 21 and sold them back to him at Tls. 18?—Yes.

That would mean a loss to you of Tls. 3 per share?—Yes.

Do you ask the Court to believe that you lost Tls. 3 per share on these shares?—If you take 3 from 21 is it not 18?

Do you say you lost Tls. 3 per share?—Who lost it?

Do you say you lost Tls. 3 per share?—He has not paid me.

Mr. Douglas—Mr. White owes him Tls. 61,000, which he has never paid.

Mr. Oppé—When you bought these shares from Mr. White what were you doing?

Witness—You may consider that I am buying on my own account.

If you bought them on any person's account you could not have sold them back at Tls. 18?—No, if you had bought 400 Bata Annams for another person's account and sold 400 Bata Annams to another person on a different date at Tls. 18, that second 400 must be different?—He sold me 400 and re-bought them. I must go through the book.

On April 7 you bought 400 Bata Annams from White?—Yes.

On the same day you sold 200 Bata Annams at a different price to Mr. Carmichael, and to Mr. Murphree. Now, were the shares sold to Mr. Carmichael and to Mr. Murphree the same as those you bought from Mr. White?—No.

Then what did you do with the shares you bought from White?—I received no shares from him.

What did you do with the contract?—The contract is with Mr. White.

Did you make that contract with White on your own account?—I must go through the books to tell you.

These shares that you bought for Mr. Carmichael and Mr. Murphree on April 7—where did you get them from? It would take me a week to work it out.

I want you to bring me at the next sitting, if you can, all the contracts that you have?—What is left?

Have you not all your contracts?—No.

What have you done with them?—While I was in Japan my house was removed from Scotch Road to French Town, and my office was also moved from the Bund.

Did you lose any contracts?—I have lost lots of them. I will give you what I have here.

About this No. 2 book, when did you become aware that you had lost it?—A few days after I had taken it to Mr. McKean. It was produced to Mr. Jones, and was in Court. I do not remember Mr. McKean giving it back to me.

Mr. Douglas said that Mr. McKean was now in Court, and he suggested that it would expedite matters to interpose his evidence at once.

Mr. Oppé said that it would be convenient to him also if this course were adopted.

S. J. McKean, sworn, stated that he had acted as Mr. Michael's solicitor. He consulted witness in December with reference to his suspension from the Stock Exchange. Witness asked to see his books, and Mr. Michael produced certain books, including his bank-book, paying-in book, cheque book and also a continuation of his account book for the June settlement. This book was a continuation book and witness asked to see the previous book before going into the matter.

Witness, as far as he could, checked the continuation book with the other books, and then handed it back to Mr. Michael. He asked the latter for his previous book and subsequently it was obtained; he had handed the continuation book back to Mr. Michael; he could not find it in his office.

Cross-examined by Mr. Oppé—Mr. Michael handed witness a copy of his settlement account for June, as handed to the Stock Exchange. Witness handed this copy over to Mr. Douglas. Witness' interview with accused took place between the end of November and December 22. Accused's books were handed over to Messrs. Lowe, Bingham & Matthews on or about December 23.

By his Worship—The continuation book was about half-full. Witness tried to check whether any profit had passed to Mr. Michael on his transaction for the June settlement.

Mr. Oppé asked Mr. Douglas to bring into Court as the next sitting all the books, documents and contract notes in his client's possession having reference to the June settlement.

Mr. Douglas said that he would bring everything he had into Court. He asked his Worship not to sit the following afternoon. If it were found impossible to finish the case in the morning.

## **APENTA** **Natural Aperient Water**

For use by

**THE BILIOUS,**

**THE DOUTY,**

**THE CONSTIPATED,**

**and**

**THE OBESE.**

DOSE:—A Wineglassful before Breakfast.

## **"THE CURSE OF MALARIA."**

HOW IT MAY BE REMOVED.

"With the banishment of Malaria a new era will dawn in history."

Those words, which cast a lurid glow on the importance of the disease directly responsible for more invaliding and death than any other came in China, were spoken, a short time ago, by a distinguished man. Before that can be achieved, however, untold millions of lives will have been sacrificed to the ravages of that pernicious microbe, which plays such havoc with the red blood corpuscles, destroying them, and devouring their hemoglobin, while producing physical and mental strength to a very low level, and set up changes which may lead to the disease of many more important organs.

Malaria is, however, too well known to every resident in the tropics to make it necessary to paint a picture of the suffering it induces.

What is necessary in the public interest is to point out clearly, simply, and directly how the disastrous effects of the disease in all their varied manifestations may be overcome, how the patient may recover his full health, strength, and vitality, and be protected against further attacks.

After quinine has done its work, the need is urgent for a reconstituent and revitalising preparation to restore the quality of the blood and conquer the general malnutrition of the body which is the inevitable result of the destruction of its vital particles.

THE CURSE REMOVED.

Nothing, it has been proved times without number, has so potent an influence for good as Sanatogen, which is universally recognised as the greatest reconstituent preparation and most revitalising tonic-food science has yet discovered.

Composed of glycerophosphate of sodium, the active principle of the nervous system, chemically combined with casein, the albuminous or body-building element of pure milk, Sanatogen is the most easily digested of all tonic-food substances. It is rapidly assimilated by the body, and immediately begins to nourish the muscles as well as the nervous system, which finds in the preparation the supply of its vital phosphorus in exactly the form in which it can be most easily made use of. In addition, it increases the number and quality of the red corpuscles to an amazing extent. It frequently increases them by half a million per cubic centimetre in a fortnight, putting up the hemoglobin at the rate of two per cent. per week.

The result is that the sufferer's wasted body fills out, his drawn, lined face gets young again, his dim eyes grow bright and his prematurely grey hair resumes its normal tint, so that he becomes as well as he ever was before.

Children are likewise profoundly affected by Malaria, which retards their growth in a most marked manner. When, however, they take Sanatogen, they rapidly regain their lost weight, recover their health, and start growing again. Sanatogen's power in overcoming the disabilities produced by Malaria have been attested by a large number of doctors throughout the tropics, as well as by hundreds of laymen.

MEDICAL AND LAY EVIDENCE.

Among medical men, Dr. H. H. W. Hart, Hapur Remount Depot, Babughari, United Provinces, India, writes: "I have much pleasure in certifying to the value of Sanatogen in cases of Malaria, Enteric Fever, Dysentery and other exhausting diseases. I have used it regularly now in my practice for the past two years, and in no single instance have I been disappointed with the results. I can honestly affirm that many of my worst cases owe their recovery to Sanatogen."

Mr. Thomas Lyne, Calcutta, writes: "I was a broken-down wreck of a man as far as health goes, and have been a martyr to Malaria for four years, becoming weaker and weaker with the natural run-down condition and its accompaniments, Brain-fag, Nervousness, and Dyspepsia. Two bottles of Sanatogen have made an extraordinary difference for the better—say, for the best. I shall always highly recommend Sanatogen wherever I go. You will readily understand what a boon such a renovator of life is to people who live in the Tropics, who have the awful heat to fight against."

In addition to curing the after-effects of Malaria, and thus putting the body in the best possible condition to withstand the diseases of the liver, kidneys, etc., which follow in its train, Sanatogen is the best known preventive of Malaria, as it maintains the body in the finest state of health, and, therefore, in the most advantageous position for throwing off the attacks of the Malarial germ.

An exceedingly interesting pamphlet, "How to keep well in Tropical Climates," which contains further information on this subject, and on others of vital importance to all residents in China, will be sent free on application, mentioning the "HONGKONG DAILY PRESS," to Messrs. A. S. WATSON & Co., HONGKONG, from whom also Sanatogen can be purchased. [105-352]

Sanatogen may be obtained of all chemists.

TO LET—FURNISHED.

FROM THE MIDDLE OF APRIL.

"BITION," 117, The "Peak," FIVE ROOMS.

Apply—L. N. LEEFE, Care of Jardine, Matheson & Co., Ltd. Hongkong, 18th January, 1911. [203]

A LING & CO., 19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. [1184]

TO LET—FURNISHED.

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## **TO LET.**

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st February, 1911. [116]

TO LET.

No. 11, BEACONSFIELD ARCADE, BEACONSFIELD, from 1st June, 1911. No. 23, BELILIOS TERRACE. No. 17, MOSQUE JUNCTION. No. 21 and 25, SHELLEY STREET. No. 57, PRAYA GRANDE, Macao. FOR SALE.—Tor Camet, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 18th February, 1911. [118]

TO LET.

GODOWN, No. 5A, DUDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st February, 1911. [114]

TO LET.

HONGKONG CLUB. NOTICE. TO LET from the 1st February, 1911. TWO ROOMS in the Grand Floor of the Annex, suitable for Office. For further particulars, apply to the Undersigned. JAMES CRAIK, Secretary. Hongkong, 19th January, 1911. [209]

TO LET.

RAVENSHILL WEST, No. 3, Park Road. Apply to—DEACON, LOOKER & DEACON, Hongkong, 14th February, 1911. [322]

TO LET.

FLATS in Nathan Road. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent. NEW and COMMODIOUS. NEAR Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yau-mai, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 14th February, 1911. [154]

TO LET.

GODOWNS, 95, 96 and 97, Praya East. Apply—CHATER & MODY, Hongkong, 7th December, 1910. [121]

TO LET.

No. 9, MACDONNELL ROAD, from 1st May. An OFFICE on 1st Floor, 16, Des Vaux Road, Central. OFFICES in KING'S BUILDING, 4th floor. GODOWNS, 151 to 155, PRAYA EAST. A HOUSE in Wong Nei Chung Road. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The "Tram stop at the door." Also NEW EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 18th February, 1911. [113]

TO LET—FURNISHED.

"LEWKNOR," No. 116, Plantation Road, Peak, from April 15th next. Apply—M. W. SLADE, Prince's Buildings, Hongkong, 26th January, 1911. [237]

TO LET—FURNISHED.

"BUDLEIGH," No. 5, Macdonnell Road. For terms, apply to—M. S. NORTHCOTE, Care of THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 10th February, 1911. [302]

TO LET—FURNISHED.

FROM THE MIDDLE OF APRIL.

"BITION," 117, The "Peak," FIVE ROOMS.

Apply—L. N. LEEFE, Care of Jardine, Matheson & Co., Ltd. Hongkong, 18th January, 1911. [203]

A LING & CO., 19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. [1184]

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"BITION," 117, The "Peak," FIVE ROOMS.

Apply—L. N. LEEFE, Care of Jardine, Matheson & Co., Ltd. Hongkong, 18th January, 1911. [203]

A LING & CO., 19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.







GERMANY'S WORLD FINANCE.  
AND THE MEN WHO DIRECT IT.

The negotiations with reference to the Bagdad Railway and the capture of the £10,000,000 Turkish Loan have revealed to the world the power of modern Germany in international finance. The capital of the Bagdad Railway Company is largely in the hands of the great Deutsche Bank, which thus controls its policy. Until the foundation of the Empire, German banking was the monopoly of the great Frankfurt private banking houses and a few colleagues in Berlin, the Oppenheims in Hamburg, and the Warburgs and Seligmanns in London. Since then German finance has been largely in the hands of joint stock banks, which have grown amazingly both in number and power. Twenty years ago there were only eighty-seven corporate banks with a capital of over £50,000,000 and aggregate deposits of £55,000,000. To-day there are 167, and their deposits exceed £352,000,000. The greatest of these is the Deutsche Bank, founded during the Franco-Prussian War. The career of this colossal institution, which is so conspicuously identified with Germany's overseas policy, is characteristic of the economic development of the Empire.

In forty years the Deutsche Bank has grown from a local concern with a capital of £750,000 and deposits of £117,000 to a world-wide institution with capital and reserves of £15,500,000, deposits of £65,000,000, a yearly turnover of £5,000,000,000, and a staff of 5,000 persons. It has branches in London, Constantinople, and Brussels, built and controls the Anatolian and Bagdad Railways, and controls subsidiary banks in the Orient, Africa, South America, and the Far East.

By virtue of its enormous resources and prestige, the Deutsche Bank, by unswerving law, takes the lead in nearly all Germany's international enterprises. It has supervised the new Turkish loan, which slipped from the hands of the French. The bank's relations with the German Government are confidential and intimate, and it exercises a deep influence on German foreign policy.

**PRESIDENT OF THE BAGDAD RAILWAY.**  
The master-spirit of the Deutsche Bank to-day is Herr Arthur von Gwinner, who has risen to his present eminence from a humble clerkship. Herr von Gwinner, the son of a Prussian Church dignitary, was ennobled by the Kaiser last year as a reward for his eminent services to Germany in Turkey. He is the president of the Anatolian and Bagdad Railways and an expert on economic affairs in Asia and the Near East. His wife was a Miss Speyer, of Frankfurt. Shortly after his elevation to the peerage Herr von Gwinner electrified the country with a bold attack on Baron von Rheinbaben, Prussian Minister of Finance, whom he accused of incompetence. Baron von Rheinbaben, who had been frequently mentioned as a future Imperial Chancellor, fell from power a few months later, and now fills the comparatively insignificant post of a provincial governor.

Two great firms of private bankers who have retained old traditions and influence are the Berlin houses of Mendelssohn and Bleichroeder. They, too, like the Deutsche Bank, are never missing from great international "deals." Messrs. Mendelssohn & Co. came into existence in 1805. The founders of the firm were a son of the philosopher, Moses Mendelssohn, and a brother, who was the father of the composer, Felix Mendelssohn-Bartholdy. In recent years the Mendelssohn house has been associated chiefly with Russian loans. Through their agency it is estimated that not less than £150,000,000 of German money is invested in the Russian Empire. During the Japanese war Messrs. Mendelssohn & Co. loaned the Russian Government £25,000,000. The present president of the house is Herr Arthur Bleichroeder, an international financier of brilliant capacity. He has directed the firm's Russian business for years and was an intimate adviser of M. Witte. Herr Bleichroeder, who received his business training in England, is a typical London City magnate in appearance and manner. His command of the English language is faultless, and his entire bearing more characteristic of Old Broad Street than of the Jägerstrasse.

**BISMARCK'S HELPER.**  
Messrs. Bismarck & Co. is also a firm with a century of history. Founded by Samuel Bleichroeder, its real creator was his son, the late Gerson Bleichroeder, who was Bismarck's assistant in the creation of modern Germany. Gerson Bleichroeder found the money for the construction of the Prussian railways in the early 'fifties, and later gathered the sinews with which Bismarck made war in turn on Denmark, Austria, and France, in pursuance of the "blood and iron" policy which was to weld the German States into an Empire. Herr Bleichroeder accompanied Bismarck to France as a member of the headquarters staff in 1870, and was at Bismarck's elbow when the latter extorted the historic indemnity from humbled France. Among the joint stock banks which rule Germany finance the Dresdner Bank, with capital of £8,850,000, ranks close behind the Deutsche Bank. It, too, participates prominently in all important international transactions. It controls the Deutsche Orient Bank, which operates in Turkey, Persia, Greece, Egypt, and Morocco, and has heavy interest throughout South America and the Far East. The managing director of the Dresdner Bank is Herr Eugen Gutmann, who acquired a national reputation in 1901 when he piloted his bank through a successful run in the wake of the great Leipziger Bank smash.

**FLOATING INTERNATIONAL LOANS.**  
All the great joint stock banks participate in the flotation of international loans, and each of them has rich foreign interests of its own. South America is divided into spheres of interest by German banks, Greece, Spain, Portugal, Roumania, the Scandinavian Governments, the South American Republics, China, and Japan have periodically been "accommodated" by German capital, working through the banking corporations, and Russia and Austria-Hungary have for decades borrowed in Berlin on enormous scales. Conservatively estimates place the total of German capital invested abroad at £850,000,000. One authority has risked an estimate of £1,500,000,000.

Owing to the system of control by directors, the joint stock bank system has tended to limit the development of financial personalities, and few stand out nowadays with the conspicuousness of the South German bankers of olden days. No list of names would be complete, however, without those of striking figures like Herr Karl Friesenberger, the leader of the Berliner Handels-Gesellschaft, who had his early training in the Bleichroeder house. Dr. Karl Helfferich, formerly a university professor, now the youngest director of the Deutsche Bank, who negotiated the new Turkish loan; Dr. Riesser, president of the "Hansa League," the new political organisation of business men founded to break the power of agrarianism; and Bernhard Dernburg, who retired from a banking directorship in 1906 to become Colonial Secretary.

Germany's national fortune is increasing, according to an estimate just made, at the rate of £175,000,000 a year. A nation with potentialities of such magnitude is only on the threshold of its conquests in the international money market.—FREDERICK WILLIAM WILKS, in the Daily Mail.

## JAVA-CHINA-JAPAN LIJN

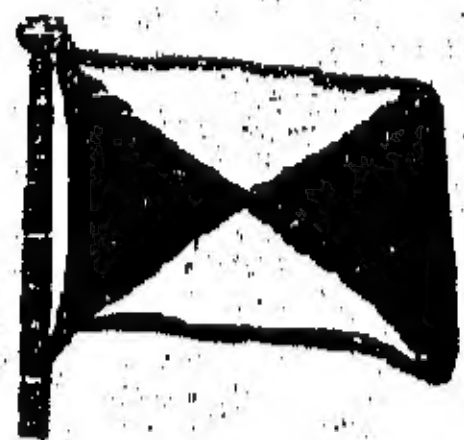
REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of Feb.	JAVA	First half of Feb.
TJIPANAS	JAVA	Second half of Feb.	SHANGHAI	Second half of Feb.
TJILATJAP	JAVA	Second half of Feb.	JAPAN	Second half of Feb.
TJILIWONG	JAVA	Second half of Feb.	JAPAN	First half of Mar.
TJIMAHI	JAVA	First half of Mar.	JAPAN	First half of Mar.
TJITABOEM	JAVA	First half of Mar.	SHANGHAI	First half of Mar.
TJIKINI	JAVA	First half of Mar.	JAVA	First half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
**JAVA-CHINA-JAPAN LIJN.**  
Telephone No. 375.  
York Buildings, 1st Floor.  
Hongkong, 2nd February, 1911.



## PHILIPPINES S.S. CO.

MANILA, CARNIVAL.

Special reduced fare of £50 to Manila and return (No Heat Tax) Sailing on 20th February.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 20th Feb, 4 p.m.
ZAFIRO	4000	H. Mainland	Manila, Cebu & Iloilo	On 28th Feb, 4 p.m.

For Freight or Passage apply to  
SHEWAN, TOMES & Co., General Managers,  
HONGKONG, 10th February, 1911.

## SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
DESTINATION STEAMERS DATE OF SAILING.  
SHANGHAI, YOKOHAMA AND KOBE..... "YEDDO"..... Middle of February.  
For Freight and Further Particulars, apply to  
TELEPHONE No. 171.  
**OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.**  
Hongkong, 3rd January, 1911.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG &amp; VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.  
DESTINATION STEAMERS DATE OF SAILING.  
SHANGHAI, YOKOHAMA AND KOBE..... "TRANQUEBAR"..... About 25th February.  
For Further Particulars apply to  
**MELCHERS & CO., AGENTS.**  
Hongkong, 2nd February, 1911.

BARCLAY,  
PERKINS'  
FAMOUS  
LONDON STOUT.The  
Leading Brandin  
ENGLAND.The  
best that can  
be obtained.SOLD  
EVERYWHERE.

SOLE AGENTS FOR CHINA:  
**DADY BURJOR & Co**  
Wholesale Wine & Spirit Merchants.

**SELF CURE NO. 1**  
NO SUFFERING, NO PAIN, NO DANGER.  
THE NEW FRENCH REMEDY.  
**THERAPION NO. 1**  
is a remarkably short time, often a few days only, cures rheumatism, sciatica, neuralgia, and all other forms of chronic pain, and when medicinal treatment fails.



**THERAPION NO. 2**  
Cures chronic weakness, lost vigor and vitality, restores the system, and builds up the body.



**THERAPION NO. 3**  
Cures chronic weakness, lost vigor and vitality, restores the system, and builds up the body.

## NOTICES TO CONSIGNEES

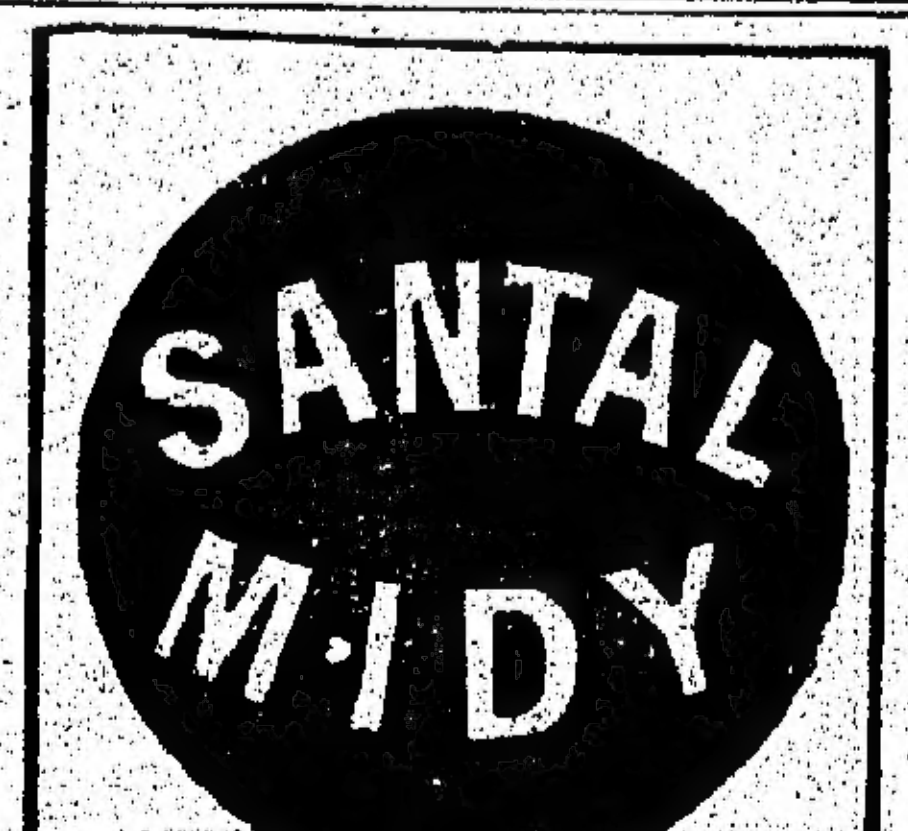
NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"ASSAYE,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their disposal in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex s.s. "India."  
From Australia ex s.s. "China."  
From Persian Gulf, ex s.s. B. I. S. N.  
and B. & P. S. N. Co.'s Steamers.  
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.  
Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 17th February, 1911.



These tiny Capsules—superior to Copaiba, Cubebs, and Injections—CURE the same diseases as these drugs in  
**FORTY-EIGHT HOURS**  
without inconvenience.  
Each Capsule bears the name.  
Paris, 8, rue Vivienne  
Sole by all Chemists.

## PORTLAND &amp; ASIATIC S.S. CO.

## OREGON RAILROAD &amp; NAVIGATION CO.

FOR PORTLAND, VIA MOJI, KOBE, &amp; YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP TONS CAPTAIN TO SAIL  
"HENRIK IBSEN" 4578 Chr. Smith On 27th February.  
Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
**FRED J. HALTON,**  
AGENT,  
King's Building (Opposite Blake Pier).

NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR STEAMERS TONS TO SAIL.  
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG "PRINZ EITEL FRIEDRICH" (Wed. day, 22nd Feb., at Noon)  
SHANGHAI, NAGASAKI, KOBE "PRINZESS ALICE" 20,300 { About 22nd February  
Capt. E. GROSCH  
YOKOHAMA  
MANILA, YAP, ANGAUR, MARONNI "PRINZ SIGISMUND" 6,000 { Saturday, 25th  
NEW GUINEA, BRISBANE, Feb., at D'light  
SYDNEY & MELBOURNE  
KUDAT & SANADAKAN "BORNEO" 5,050 { End of Feb.  
Capt. F. SEMBIL  
Kobe & YOKOHAMA "COBLENTZ" 4,750 { About 7th March.  
Capt. H. REGENBERG

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.  
For Further Particulars, apply to

**NORDDEUTSCHER LLOYD, MELOHRS & Co., GENERAL AGENTS HONGKONG & CHINA.**  
Hongkong, 10th February, 1911.

## PASSENGER SEASON 1911.

## IN 25 DAYS TO ITALY

## MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.  
"PRINZESS ALICE" - 20,300 - ON MARCH 22ND.  
Capt. P. GROSCH  
"LUETZOW" - 17,300 - ON APRIL 5TH.  
Capt. B. WITHELM  
"KLEIST" - 17,000 - ON APRIL 19TH.  
Capt. O. PANNKE

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.  
Early booking recommended.  
For Particulars, apply to  
**MELCHERS & Co., GENERAL AGENTS,**  
Hongkong, 10th November, 1910.

PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.

## HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS  
FOR  
MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
ARCADIA	7000	February 18	MALWA 11000	March 18	March 24
ASSAYE	7500	March 4	MAGEDONTA 10500 (Through Steamer calling at BOMBAY)	April 1	April 7
MARMORA	10500	March 18	MOLDAVIA 10000	April 15	April 21
DEVANHA	8000	April 1	MONGOLIA 10000	April 29	May 5
DELHI	8000	April 15	MOREA 11000	May 13	May 19
ASSAYE	7500	April 29	MOOLTAN 10000	May 27	June 2
DELTA	8000	May 13		June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.  
FARES TO LONDON (Including Surtax):  
1st SALOON £710 SINGLE £2610 RETURN £2838  
2nd " " £410 " £1365 " £1574  
IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERME DATES (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR  
**LONDON**  
CARRYING SALOON PASSENGERS AT REDUCED RATES.  
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	about 8	April 24
* NORE	22	May 8
* PALAWAN	25	May 22
* BORNEO	19	June 5
* SICILIA	17	June 13
* SUMATRA	31	July 17
* NILB	14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES  
FARES TO LONDON (Including Surtax):  
1st SALOON £550 SINGLE £2210 RETURN £2438  
2nd " " £330 " £1365 " £1574  
\* Carry 1st and 2nd Saloon Passengers.  
For further Particulars, apply to—  
**E. A. HEWETT,**  
SUPERINTENDENT.

## VISITORS AT HOTELS.

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Mr. E. Z. Smith  
Dr. Stann  
Mrs. & Miss Dollie Swift  
Mrs. Thorne  
Misses Thorne  
Dr. A. V. Velles  
Mr. H. T. Waine  
Dr. Weber  
Mr. & Mrs. Webster  
Mr. A. Wehrholm

## GRAND HOTEL.

Mr. E. C. Atkins  
Mr. E. W. Backham  
Mr. Berch  
Mr. T. F. W. Clifford  
Mr. & Mrs. A. B. Crew  
Mr. Geo. Grant  
Mr. A. C. Hoadley  
Miss V. Henson  
Mr. T. Ives  
Mr. and Mrs. R. D. Johnson and child  
Mr. H. Jomstand  
Mr. J. H. Kay  
Dr. C. K. Kitch  
Mr. E. K. Kitch  
Mr. T. A. Kildward  
Mr. and Mrs. Knight  
and family  
Mr. & Mrs. Lockwood  
Mr. McEwen  
Capt. & Mrs. McGill  
Mr. Midford  
Mr. E. North  
Mr. P. North  
Mr. J. Poulson  
Mr. W. Pringle, Jr.  
Mr. C. T. Robinson  
Mr. G. Van Burin  
Mr. W. Sham  
Mr. F. Soukhan  
Mr. A. E. Southard  
Mr. M. W. Stasch  
Capt. and Mrs. A. H. Stewart and child  
Mr. F. A. Stoneham  
Mr. A. F. Storrie  
Mr. E. Taylor  
Capt. Willie



## SHIPPING.

## ARRIVALS.

**AWA MARU**, Japanese str., 3,456, S. Ishikawa, 19th Feb.—Yokohama 10th Feb., General—Nippon Yusen Kaisha.

**BENDORAN**, British str., 2,550, A. W. S. Thomson, 18th Feb.—London and Singapore 10th Feb., General—Gibb, Livingstone & Co.

**CHINKING**, British str., 18th Feb.—Canton.

**CHUYEN CHINESE**, 18th Feb.—Canton.

**CHAM**, British str., 2,511, White, 17th Feb.—Shanghai 15th Feb., Ballast—Asiatic Petroleum & Co.

**DAIYA MARU**, Japanese str., 1,735, Nakayama, 18th Feb.—Yokohama 12th Feb., Coal—Mitsui Bishi Goshi Kaisha.

**EMPEROR OF JAPAN**, British str., 3,039, H. Davidson, 18th Feb.—Vancouver 27th Jan., Mails and General—C. P. R. Co.

**FOXLEY**, British str., 2,772, C. Matheson, 17th Feb.—Vladivostok 11th Feb., General—Gibson & Co.

**HATTON**, British str., 641, A. H. Stewart, 19th Feb.—Swatow 16th Feb., via Swatow 18th Feb., General—Douglas, Lapraik & Co.

**HATTAN**, British str., 1,183, J. W. Evans, 18th Feb.—Swatow 17th Feb., General—Douglas, Lapraik & Co.

**INDEADERO**, British str., 3,250, W. H. Lea, 19th Feb.—Shanghai 16th Feb., General—Jardine, Matheson & Co.

**LINAN**, British str., 1,225, J. Williams, 19th Feb.—Shanghai 16th Feb., General—Butterfield & Swire.

**MERPOO**, Chinese str., 1,350, G. Froberg, 18th Feb.—Shanghai 15th Feb., General—C. M. S. N. Co.

**QUINZA**, German str., 950, Scholten, 18th Feb.—Bangkok via Hailow 16th Feb., Rice—Svensson & Co.

**TELEGRAPHUS**, British str., 1,340, Fraser, 17th Feb.—Saigon 12th Feb., Rice and General—W. F. S. S.

**TINGSON**, British str., 1,041, D. D. Ritchie, 17th Feb.—Wuhu and Chinkiang 15th Feb., General—Jardine, Matheson & Co.

**WAKAMATSU MARU**, Japanese str., 2,778, U. Akawa, 19th Feb.—Wakamatsu 14th Feb., Coal—Odo.

**WOSANG**, British str., 18th Feb.—Canton.

**YEDDO**, Swedish str., 3,112, C. H. Anderson, 18th Feb.—Shanghai 6th Feb., General—Odo.

**YEN MARU**, Japanese str., 2,350, T. Suraiga, 18th Feb.—Mojri 12th Feb., Coal—Osaka Shosen Kaisha.

## DEPARTURES.

18th February.

**ARCADIA**, British str., for Europe, &c.

**FUKUI MARU**, Japanese str., for Swatow.

**JAPAN**, British str., for Singapore.

**PROSPER**, Norwegian str., for Misao.

**WAGHAERTS**, Austrian str., for Shanghai.

**YENANG**, British str., for Manila.

**WEAY CASTLE**, British str., for Manila.

19th February.

**ANGHIN**, German str., for Swatow.

**BENDORAN**, British str., for Nagasaki.

**CHENAN**, British str., for Shanghai.

**CHILDAE**, Norwegian str., for Bangkok.

**DASIN BLAN**, Japanese str., for Swatow.

**FOXLEY**, British str., for Colombo.

**HATTAN**, British str., for Swatow.

**MERPOO**, Chinese str., for Canton.

**PONGROO**, German str., for Bangkok.

**TINGSON**, British str., for Canton.

**WOSANG**, British str., for Hongkong.

## SHIPPING REPORTS:

The Swedish str. *Yeddo* reports: Monsoon strong and rough sea.

The British str. *Hattan* reports: Strong N.E. monsoon and heavy sea.

The British str. *Hattan* reports: Strong E.N.E. wind and high sea throughout trip.

The Japanese str. *Yeddo* reports: Moderate gale, fine and cloudy weather, high sea through the whole trip.

## VESSELS EXPECTED.

**THE INDIAN MAIL.**

The Indo-China str. *Kaisang* from Calcutta and the Straits left Singapore for this port on the 14th inst.

The Indo-China str. *Fusang* left Calcutta for the Straits on the 9th inst., and is due here on or about the 25th inst.

**THE GERMAN MAIL.**

The I.G.M. str. *Princess Alice*, carrying the German Mails with dates from Berlin of the 25th ultimo, left Colombo on the 12th inst., at p.m., and may be expected here on or about the 23rd inst.

**THE AMERICAN MAIL.**

The P. M. S.S. Co.'s str. *Korea* from San Francisco left Yokohama on the 15th inst., en route to Hongkong, and is due to arrive at this port on the 23rd inst.

The P. M. S.S. Co.'s str. *Siberia* sailed from San Francisco on the 15th inst. for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 14th prox.

**MERCHANT STEAMERS.**

The A. A. S.S. Co.'s str. *Albany* from New York to Hongkong direct passed the Canal on the 24th ultimo, and may be expected to arrive here to-day.

The str. *Glenfury* from Antwerp and London passed the Canal on the 24th ultimo, and may be expected here to-day.

The Mogul Line str. *Ghazal* from United Kingdom left Singapore on the 15th inst. for Hongkong and is due here to-morrow.

The Mogul Line str. *Montrose* sailed from United Kingdom on the 4th inst. for Hongkong via Straits.

The H.A. Line str. *Prussien* left Singapore on the 17th inst., at noon, and may be expected here on or about the 23rd inst.

The U.S.K. str. *Seattle Maru* left Tacoma, Wash., for this port via Japan and Manila on the 4th inst., and is due here on the 12th prox.

The str. *Glenfury* passed the Suez Canal on the 14th inst., and is due here on or about 20th prox.

## PASSENGERS.

**ARRIVED.**

Per *Linan*, from Shanghai, Messrs Stewart, Freeman and Cannon.

Per *Hattan*, from Coast Ports, Dr. Bennam, Mrs Arnold and child.

Per *Indradeo*, from Shanghai, Commander Biddle, U.S.A. and son for Boston; Mr and Mrs Milford and 3 children for Europe.

Per *Hattan*, from Swatow, Mr Wilton Shieta, Mrs Lilhi, Mr F. H. Keiss, Mr Chas. Fowler, Dr. Nord, Master M. H. Bruhn, Dr. Mausel, Mr Uchiyama and Miss M. Bruhn.

Per *Empress of Japan*, from Vancouver, &c., for Hongkong: Mrs C. A. Tomes, Mrs Jackson, Mrs H. Morris, Mrs C. M. Muehlig, Misses Tomes (3), Millinship, Jackson, Mr and Mrs J. H. Webster, Mr and Mrs H. Shepherd, Messrs E. Pond, C. M. Muehlig, J. H. Evans, E. W. R. Mills, P. G. Schap, W. H. Butti, C. O. Julian, H. Bridges.

**DEPARTED.**

Per *Hattan*, for Swatow, Messrs D. Macdonald and I. M. Foster; for Foochow, Baron Van Vistinghoff, Miss Brambilla, Mr G. Brambilla, Mrs Brockitt and Mr Black.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	CANDIA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 22nd inst.
LONDON, &c., via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 4th Mar., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SEBIA	Brit. str.	—	D. O. Gregor, R.N.R.	P. & O. S. N. Co.	About 5th Mar.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SEBIA	Ger. str.	k. w.	Lubbecke	HAMBURG-AMERICA LINE	On 5th Mar.
BREMEN & HAMBURG VIA STRAITS, &c.	SEBIA	Ger. str.	k. w.	Fass	HAMBURG-AMERICA LINE	On 1st Mar.
HAVRE, ROTTERDAM & HAMBURG, &c.	SAMBIA	Ger. str.	k. w.	Reuss	HAMBURG-AMERICA LINE	On 10th Mar.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRESEN	Ger. str.	k. w.	Bahl	HAMBURG-AMERICA LINE	On 24th Mar.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAMBIA	Ger. str.	k. w.	Bahl	HAMBURG-AMERICA LINE	On 24th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	—	E. Cope	NIPPON YUSEN KAISHA	On 1st Mar., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 15th Mar., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SILERSIA	Ger. str.	k. w.	Selmer	HAMBURG-AMERICA LINE	On 14th Mar.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & CO.	On 22nd inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIPPON	Ans. str.	—	E. Tarnobochia	SANDER, WIELE & CO.	On 27th inst., at 2 p.m.
NEW YORK	BREMER	Brit. str.	—	—	DODWELL & CO., LTD.	About 4th Mar.
BOSTON & NEW YORK	INDEADERO	Brit. str.	1 m.	W. H. Lea	JARDINE, MATHESON & CO., LTD.	To-morrow
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC B. CO.	On 11th Mar., at 7 a.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	—	—	CANADIAN PACIFIC B. CO.	On 18th April, at Noon
VICTORIA, C.B. & TACOMA VIA JAPAN, &c.	TACOMA MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 22nd inst., at Noon
VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c.	INADA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst., at Noon
VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c.	LUERIC	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 28th Mar., at Noon
VANCOUVER, B.C. & SEATTLE VIA SHANGHAI, &c.	KIYO MARU	Jap. str.	—	—	THE BANK LINE, LIMITED	On 9th Mar.
JAPAN HONOLULU, MANZANILLO, &c.	TERENO MARU	Ans. str.	—	—	TOYO KISEN KAISHA	To-morrow, at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PERHIA	Ans. str.	—	—	TOYO KISEN KAISHA	On 24th inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOREA	Jap. str.	—	—	PACIFIC MAIL S.S. CO.	On 3rd Mar., at 1 p.m.
PORTLAND VIA JAPAN	HENRIK IBSSEN	Nor. str.	—	—	PACIFIC MAIL S.S. CO.	On 10th Mar., at 1 p.m.
AUSTRALIAN PORTS VIA MANILA	NIRKO MARU	Jap. str.	—	—	PORTLAND & ASIATIC S.S. CO.	On 27th inst.
AUSTRALIAN PORTS VIA MANILA	CHANGHAI	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 14th April, at Noon
AUSTRALIAN PORTS VIA MANILA	FRANCE	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	FRANCE	Ger. str.	—	—	MELCHERS & CO.	On 25th inst., at D'light
AUSTRALIAN PORTS VIA MANILA	FRANCE	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 17th Mar., at Noon
AUSTRALIAN PORTS VIA MANILA	FRANCE	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 2nd Mar., at Noon
KOBE & YOKOHAMA	COLEMAN	Ger. str.	—	—	MELCHERS & CO.	About 7th Mar.
KOBE & YOKOHAMA	NIRKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 15th Mar., at Noon
KOBE & YOKOHAMA	TILATAP	Dut. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch
KOBE & YOKOHAMA	CHONGSHING	Brit. str.	—	—	JAVA-CHINA-JAPAN LUN	On 24th inst., at Noon
KOBE & YOKOHAMA	YEDDO	Brit. str.	—	—	JARDINE, MATHESON & CO., LTD.	Middle of Feb.
KOBE & YOKOHAMA	WOSANG	Brit. str.	—	—	JARDINE, MATHESON & CO., LTD.	To-morrow, at Daylight
KOBE & YOKOHAMA	PRINCESS ALICE	Ger. str.	—	—	MELCHERS & CO.	About 22nd inst.
KOBE & YOKOHAMA	BUJIN MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 2nd Mar., at 8 a.m.
KOBE & YOKOHAMA	LINAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.
KOBE & YOKOHAMA	PAUWAN	Brit. str.	1 m.	—	P. & O. S. N. Co.	About 24th inst.
KOBE & YOKOHAMA	CHINUA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst., at M'night
KOBE & YOKOHAMA	PERUSEN	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 27th inst.
KOBE & YOKOHAMA	TRANQUER	Brit. str.	—	—	MELCHERS & CO.	About 25th inst.
KOBE & YOKOHAMA	MANOBA	Brit. str.	—	—	P. & O. S. N. Co.	About 3rd Mar.
KOBE & YOKOHAMA	CYLLON MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 6th Mar.
KOBE & YOKOHAMA	REINHEIS	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 12th Mar.
KOBE & YOKOHAMA	TIPANAS	Dut. str.	—	—	JAVA-CHINA-JAPAN LUN	Quick despatch
KOBE & YOKOHAMA	SOSHU MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 1st Mar., at 8 a.m.
KOBE & YOKOHAMA	DAIGI MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 25th inst., at 10 a.m.
KOBE & YOKOHAMA	HATTAN	Brit. str.	2 h.	—	DOUGLAS LAFRAIK & CO.	On 22nd inst., at 8 a.m.
KOBE & YOKOHAMA	HAICHING	Brit. str.	2 h.	—	DOUGLAS LAFRAIK & CO.	To-morrow, at 11 a.m.
KOBE & YOKOHAMA	RUBI	Ans. str.	—	—	DOUGLAS LAFRAIK & CO.	On 24th inst., at 11 a.m.
KOBE & YOKOHAMA	TAIWAN	Brit. str.	1 m.	—	SHEWAN, TOMES & CO.	To-day, at 4 p.m.
KOBE & YOKOHAMA	TAMING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
KOBE & YOKOHAMA	TEAN	Brit. str.	1 m.	—	JARDINE, MATHESON & CO., LTD.	On 25th inst., at 2 p.m.
KOBE & YOKOHAMA	CAIRO	Ans. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.
KOBE & YOKOHAMA	CONGO	Ger. str.	—	—	SHEWAN, TOMES & CO.	On 25th inst., at 4 p.m.
KOBE & YOKOHAMA	COLOMBO MARU	Jap. str.	—	—	MELCHERS & CO.	End of Feb.
KOBE & YOKOHAMA	CATHERINE APOAR	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst.
KOBE & YOKOHAMA	WANSANG	Brit. str.	—	—	DAVID SASSOON & CO., LTD.	To-morrow, at 3 p.m.
KOBE & YOKOHAMA	WIMBODAS	Dut. str.	—	—	JARDINE, MATHESON & CO., LTD.	On 25th inst., at Noon.
KOBE & YOKOHAMA	WIMBODAS	Dut. str.	—	—	JAVA-CHINA-JAPAN LUN	Quick despatch

## CANADIAN PACIFIC RAILWAY CO.'S THE BANK LINE, LIMITED.

ROYAL MAIL STEAMSHIP LINE.  
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPERESS OF JAPAN" Sat., 11th Mar. "EMPERESS OF CHINA" Sat., 8th April "MONTEAGLE" Tuesday, 18th April

From St. John, N.B. "EMPERESS OF IRELAND" Fri., 7th April "EMPERESS OF IRELAND" Fri., 5th May

From Quebec. "ALLEN LINE" Friday, 26th May "EMPERESS OF BRITAIN" Fri., 16th June "ALLAN LINE" Friday, 7th July

"Empress" Steamships leave HONGKONG at 7 A.M. "Monteagle" at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate (on Steamers) ..... £43 ..... £45. and 1st Class Railway

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for all points and AROUND THE WORLD.

Passengers booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fodder Street and Praya, opposite Blake Pier.

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EST ASIATIQUE FRANCAIS  
MESSAGERIES MARITIMES, AGENTS.

## TRIPS TO TONKIN.

S.S. "TOUAREG" Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG

(via KWANG CHOW WANG).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.

Arrives Haiphong on FRIDAY, at 2 P.M.

1st and 2nd CLASSES ON BOARD.

For Passages and Freight, apply to P. THOMAS, M.M. Co.'s AGENT.

Hongkong, 3rd January, 1911.

## THE BANK LINE, LIMITED.

## PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C. &amp; SEATTLE VIA SHANGHAI AND JAPANESE PORTS.

Steamers	Tons	Captain	To Sail on or about
LUCERIC	6,500	J. Mathie	9th March
HALLAMSHIRE	5,000	G. Elliot	6th April

To be followed by other Steamers of the Company at regular intervals. The Steamers of the BANK LINE, LTD., carry Cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin Passengers; they are fitted throughout with Electric Light, the "Luceric" and "Orteric" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.

For Rates of Freight and Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, PRAYA CENTRAL.

AUSTRALIAN COAL.

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallend and Aberdare Mines (New South Wales) always on hand. For Prices, delivered or ex Godown, apply to—

ANDREW WEIR & Co. (THE BANK LINE AGENCY), KING'S BUILDING (Fourth Floor). [173]

Hongkong, 9th February, 1911.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

TAIKOO DOCK YARD & ENGINEERING CO.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.

GRAYING DOCK 78' x 88' x 34' 6". Pumps empty Dock in 24 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

MANAGERS AND AGENTS.

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

[1]

## VESSELS ON THE BERTH

For SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius).

THE Steamship

"CATHERINE APOAR,"

Capt. L. C. Townsend, will be despatched for the above Ports TO-MORROW, the 21st inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 17th February, 1911. [325]

"INDRA" LINE, LIMITED.

For BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"INDEADERO,"

Capt. W. H. Lea Williams, will be despatched as above TO-MORROW, the 21st inst.

This Steamer has excellent accommodation for a limited number of First-Class Passengers. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, and PORT SAID	CANDIA..... Capt. W. R. Hickey	About 22nd Feb.	Freight only
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA	..... Capt. C. E. Longdon, R.N.R.	About 24th Feb.	Freight and Passage.
SHANGHAI	MARMORA..... Capt. G. H. C. Wester	About 3rd Mar.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ASSAYE..... Capt. Owen Jones, R.N.R.	Noon, 4th Mar.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, and PORT SAID	SYRIA..... Capt. D. C. Gregor, R.N.R.	About 8th Mar.	Freight and Passage.

For Further Particulars, apply to

D. A. HEWETT,  
Superintendent

Hongkong, 20th February, 1911.

## CHINA NAVIGATION CO., LD.

### SAILINGS SUBJECT TO ALTERATION

FOR	STREAMERS	TO SAIL
MANILA and SYDNEY	"TAIYUAN"	On 21st Feb., 4 P.M.
MANILA, ILOILO & CEBU	"TAMING"	On 21st Feb., 4 P.M.
SHANGHAI	"LINAN"	On 23rd Feb., 4 P.M.
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 24th Feb., 4 P.M.
SHANGHAI	"CHINHUA"	On 25th Feb., 4 P.M.
MANILA, ILOILO & CEBU	"TEAN"	On 25th Feb., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, through-out and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS &amp; TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

HONGKONG, 18th February, 1911.

BUTTERFIELD & SWIRE,  
AGENTS.

## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING CARGO at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South America Ports.

### NEXT SAILINGS FROM HONGKONG:

#### OUTWARD.

FOR SINGAPORE, KOBE & YOKOHAMA:	FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. PREUSSEN ... 27th Feb.	S.S. SAXONIA ... 24th Feb.
S.S. RHEINFELS ... 12th March	S.S. SPESIA ... 1st March.
S.S. SENEGAMBIA ... 22nd March	For ROTTERDAM & HAMBURG:
S.S. SUEVIA ... 7th April	S.S. LIBERIA ... 5th March.
S.S. BAYERN ... 20th April	For HAVRE ROTTERDAM & HAMBURG:
S.S. ARABIA ... 3rd May	S.S. SAMBIA ... 10th March.
	For MARSEILLES, HAVRE & HAMBURG:
	S.S. SILESIA ... 14th March.
	For HAVRE, ROTTERDAM & HAMBURG:
	S.S. PREUSSEN ... 24th March.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 18th February, 1911.

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## DOUGLAS STEAMSHIP CO., LD.

### HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

#### FOR SWATOW, AMOY AND FOOCHEW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN" ...	Capt. J. W. Evans	WED'DAY, 22nd Feb., at 8 A.M.
"HAICHING" ...	Capt. W. C. Passmore	FRIDAY, 24th Feb., at 11 A.M.

#### FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... TUESDAY, 21st Feb., at 11 A.M.

\* The s.s. "Haitan" will not call at Swatow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK &amp; Co.,

GENERAL MANAGERS.

Hongkong, 18th February, 1911.

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## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR SHANGHAI VIA SWATOW ... "WOSANG" ... Tuesday, 21st Feb., 11 P.M.  
TIENTSIN ... "CHEONGSHING" ... Friday, 24th Feb., Noon.  
SINGAPORE, PENANG & CALCUTTA ... "NAMSANG" ... Saturday, 25th Feb., Noon.  
MANILA ... "LOONGSANG" ... Saturday, 25th Feb., Noon.

### FOR THE MANILA CARNIVAL.

FEBRUARY, 21st to 28th 1911.

A Special Reduced Fare of \$30 for Return Passengers will be issued for our sailings to Manila of the 11th and 18th February, available for 30 days from Date of issue. Passengers taking these Tickets are exempt from the Head Tax.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted through-out with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin &amp; Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON &amp; Co., Ltd.,

GENERAL MANAGER.

Hongkong, 20th February, 1911.

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## U. S. MAIL LINE. PACIFIC MAIL S.S. CO.

### SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

#### PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STREAMERS	TONS	SAILING DATES
KOREA	18,000	FRIDAY, 10th March, at 1 P.M.
SIBERIA	18,000	FRIDAY, 24th March, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 8th April, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 22nd April, at 1 P.M.
KOREA	18,000	SATURDAY, 27th May, at 1 P.M.
SIBERIA	18,000	SATURDAY, 9th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.

\* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 10th March, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

#### SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. &amp; M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

### INTERMEDIATE SERVICE.

PERSIA ..... 9,000 Tons ..... FRIDAY, 3rd March, at 1 P.M.

CHINA ..... 10,200 Tons ..... FRIDAY, 31st March, at 1 P.M.

ASIA ..... 9,500 Tons ..... SATURDAY, 1st April, at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 31st March, at 1 P.M.

On the Fine MAIL Steamers, ASIA and CHINA, FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON (via Canadian Atlantic Ports) £43.

HONGKONG to SAN FRANCISCO (via New York) £45.

Through Bills of Lading issued to Japan, North Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Company, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

### PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STREAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	WAKASA MARU Capt. N. Nielsen	7,000	SUNDAY, 26th February.
	KITANO MARU Capt. E. Cope	9,000	WED'DAY, 1st March, at Daylight
	IYO MARU Capt. E. Takeda	7,000	WED'DAY, 15th March, at Daylight
	KAMAKURA MARU Capt. J. Nagao	7,000	SATURDAY, 25th Mar., from Kobe
VICTORIA B.C. & SEATTLE	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 28th Feb., at Noon
SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 28th Feb., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 17th Mar., at Noon
BOMBAY via SINGAPORE, COLOMBO and COLOMBO	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 14th April, at Noon
KOBE and YOKOHAMA	COLOMBO MARU Capt. E. Combes	5,000	TUESDAY, 28th February.
SHANGHAI, MOJI and KOBE	TANGO MARU Capt. A. Christensen	8,000	THURSDAY, 2nd Mar., at 11 A.M.
NAGASAKI, KOBE and YOKOHAMA	CEYLON MARU Capt. Fred Pynes	6,000	MONDAY, 6th March.
	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 15th Mar., at Noon

\* Omitting Penang and Calling at Genoa.

\* Fitted with New System of Wireless Telegraphy. † Cargo only. \* Carries Deck Passengers.

### PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES and LONDON via SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	To London, per New Steamer.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	"	1st Class S Y 550.00
KITANO	9000	1st Mar.	"	" 825.00
IYO	7000	15th "	"	2nd Class S 350.00
HIRANO	9000	29th "	"	" 540.00
TANGO	8000	12th April	"	old str. 1st Class S 500.00
KAMO	9000	26th "	"	" 750.00
AKI	7000	10th May	"	2nd Class S 330.00
MISHIMA	9000	24th "	"	" 495.00

Steamers, Tons, Leave H.K. RATES OF PASSAGE.

AWA MARU 7000 28th Feb. To Pacific Coast Common Points: 1st Class S £30

INABA " 7000 28th Mar. " " " 2nd Class S £21

TAMBA " 7000 25th April To London via New York: 1st Class S £80

AWA " 7000 23rd May " via St. Lawrence: 1st Class S £89

For further information as to Freight, Passage, Sailings, &amp;c., apply at

14-40] T. KUSUMOTO, MANAGER.

## THOS. COOK & SON.

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS, BANKERS &amp;c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C. TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND FOR THE TURIN EXHIBITION OF 1911.

Head Office for the Far East: 16, DES VUEUX ROAD, HONGKONG.

Japan Office: 32, WATER STREET, YOKOHAMA.

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

### SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

#### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING
TENYO MARU	21,000	E. Bent	FRIDAY, Feb. 24th, 1 P.M.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Mar. 17th, 1 P.M.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, April 14th, 1 P.M.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 P.M.

\* Triple Screws, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices. THE Twin Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 24th February, at 1 P.M.

### SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO.)

Only Regular Direct Service to MEXICO, PERUVIAN and CHILIAN PORTS.

#### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	H. Nishi	TUESDAY, Feb. 21st, 1 P.M.
BUYO MARU	10,500	K. Hashimoto	WED'DAY, April 19th, 1 P.M.
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 P.M.

THE Steamer "KIYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on TUESDAY, 21st February, at 1 P.M.

#### FARES FROM HONGKONG.

TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	£ 60-0-0, "
" LONDON	£ 71-10-0, "
"	£ 120-0-0, Return 5 Months
"	£ 125-0-0, " 24 "
" SALINA CRUZ or MANZANILLO	Yen. 420.00, Single "
" VALPARAISO	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN and UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call. TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 2 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STREAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 22nd Feb., at Daylight
VICTORIA B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"PANAMA MARU"	6,059	SATURDAY, 4th Mar., at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STREAMERS	LEAVES.
TAMSUI via SWATOW & AMOY	"DAIGI MARU"	SUNDAY, 26th Feb., at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 1st Mar., at 8 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHEW	"BUJUN MARU"	THURSDAY, 2nd Mar., at 8 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI, MANAGER.

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